

The Hongkong Telegraph

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6279 號拾貳月四年寅甲

THURSDAY, MAY 14, 1914.

四拜禮 號四十月伍年一十

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WEATHER FORECAST
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TELEGRAMS.

THE YELLOW PERIL.

SIR IAN HAMILTON'S VIEWS.

[Reuter's Service To "The Telegraph"]

London, Received May 14.
Reuter's correspondent at Wellington, New Zealand, states that General Sir Ian Hamilton, speaking at a civic reception, attributed the war precautions being taken in Australia and New Zealand to the shortening of distances owing to the advent of electricity, aeroplanes and high explosives. The Pacific Ocean, he said, was the meeting place of continents where it might be decided whether Asiatics or Europeans were to guide the destinies of the world. He pointed out that the fine people of the Malay States were going down before cheap coolie labour, and China showed signs of breaking up. These were illustrations of fundamental changes. Foreigners were invading British countries, and they lived on rice and monopolised business. This was a real danger.

HOME CRICKET.

London, Received May 14.
Middlesex beat Oxford University at Oxford by 234 runs.

BOXING.

Amateur v. Professional.

Boxing is, perhaps, the only one, certainly one of very few sports, that does not allow of a comparison between the amateur and the professional. Boxing is the amateur—I mean the genuine amateur—is a sport: a splendid, manly sport that teaches self-discipline and great good temper. The professional, if he be worth his salt, must be a fighter by instinct. He is a man who, born in a fighting pit, thinks only of life as a fight: to him life is just a terrible business.

One has only to know the careers of the ex-amateurs who have done more than passably well as professionals to know how very true this is; in more recent times men like Matt Wells, Alf Wye, Dick Smith, three ex-amateur champions who have made a successful business of boxing, are as unlike the average amateur as chalk is from cheese: they are fighters. That is the reason why they have lifted themselves out of the ordinary run of those in the profession. Matt Wells is the best ex-amateur we have had for ever so many years, but he is one out of a thousand. When he broke away from the ranks of the amateurs he wisely forgot that he had been four times amateur lightweight champion; he set out to weave into his knowledge of boxing a capacity to fight, and by the time he met Freddy Welsh at the National Sporting Club he was more of a fighter than a boxer; that was why he beat Welsh. Dick Smith is our light-heavyweight champion; and Alf Wye is one of the little men whose possibilities are so obvious as to suggest that he will win much fame. But so long as a boxer is an amateur it is as impossible as it would be foolish to compare him with a professional because of their very circumstances: the two have different ways, different ideas, and, most important, a different outlook on life.

Your amateur, so long as he uses his left hand with reasonably good judgment and precision, so long will he be deemed to be on the right track. He would not set out to "mix it," he is a great hand at in-fighting. It is enough that he should seek to win, by points, and so long as he is only in the sport for the sport's sake, he may be allowed to believe that that is all sufficient.

TELEGRAMS.

THE DERBY.

THE TETRARCH SCRATCHED.

[Reuter's Service To "The Telegraph"]

London, Received May 14.
The Tetrarch was scratched for the Derby at 10.48 this (Wednesday) morning.

Later.
Perce, the trainer, telegraphed to Captain McCullum, the owner, advising the scratching of The Tetrarch for the Derby, stating that his leg "filled" after galloping yesterday.

The Betting.

Latest betting for the Derby is:—6 to 4 Kennymore; 11 to 2 Black Jester; 7 to 1 Ambassador; 25 to 1 Du-bur 11.

DR MAWSON.

RECEIVED BY THE KING.

London, Received May 14.

Dr. Mawson, the Antarctic explorer, was received by His Majesty the King at Buckingham Palace, where he recounted his experiences.

A Big Distinction.

I do most decidedly make a very big distinction between boxing, as personified by our amateurs, and fighting as given to us by the professional. It has been said that too much reliance is placed on the left hand. I do not think so. Give me a good left hand—that is, if I am only out for boxing—I shall be satisfied. Of course, there are amateurs who are more of fighters than boxers, but even as such I do not know of one at the present moment, be he ever so high in his class, likely to beat the best of our professionals. I think highly of B. V. Chandler, the present heavyweight amateur champion, but I do not think he would be equal to beating Dick Smith, who took that title at Alexandra Palace in 1912, and again the following year, if only because of the reason that Chandler has not gone through the fire of professionalism.

When Tommy Burns was over here, and after he had beaten Gunner Moir, our then champion, we fell to bewailing, very much after the manner we are doing these days, the fact that we had no good heavyweight. John Hopley, the Light Bue, then playing Rugby football, and who is a tremendous man physically, was mentioned as the one man likely to stop Burns. John Hopley was, of course, an amateur, and he could not meet Burns, but quite a number of people who had seen him box for his school and university, seriously believed that at the time he would, so to speak, eat up all the heavy weights. To this day there is a belief that John Hopley had his life and circumstances been shaped differently, would have won the world's heavyweight championship for England.

Hopley had a prodigious punch; the men he met he knocked down like so many nincompoes. I think it can be said that he could hit as hard as most men; but I shall always maintain that had it been possible for Hopley to have met Burns he would have gone out of his class; his huge fist and immense strength would have availed him little against the French-Canadian Burns, and was the world's champion until he

TELEGRAMS.

NEWMARKET STAKES.

WIN FOR CORCYRA.

[Reuter's Service To "The Telegraph"]

London, Received May 14.
The race for the Newmarket Stakes, run at Newmarket over a distance of one mile and a quarter, resulted as follows:—

Corcyra (O'Neill) ... 1.
Brakespear (H. Jones) ... 2.
Hapsburg (Rickaby) ... 3.
A'so ran:—White Prophet (Clark) and Son-in-law (Ballock). Won by a short head, three lengths separating second and third.

The betting was:—4 to 1 on Corcyra; 20 to 1 against Brakespear; 10 to 1 against Hapsburg. Sir Eager, Argentine and Tomlin were non-starters.

NATIONAL PARK.

BIG CANADIAN PROJECT.

London, Received May 14.

Reuter's correspondent at Ottawa states that an Order-in-Council assigns as a national park an area of 95 square miles in the vicinity of Mount Revelstoke, British Columbia.

met and was unmercifully thrashed by Jack Johnson in 1903. An amateur who goes over to professionalism has to start de novo. Even the layman in matters boxing must appreciate the difference between the boxer who boxes for a living and the boxer who boxes because of his love for boxing. Boxing to the professional is his bread and cheese; boxing to the amateur of the right type is all sport. The two belong to different worlds; they breathe a different atmosphere; there is nothing in common between the two, and it were better and safer not to mix them up together.

Odds Against the Amateur.
We may take the amateurs in any weight who are champions, and with half-an eye we can see that they would be no match for the paid boxer of any note; big, little, or medium amateurs, it would be the same. All the odds would be against their beating the professionals. I certainly saw no one at the Amateur Boxing Association championships who came within measurable distance of the professional champions. I did not think an unusually high standard was set up this year at Alexandra Palace; the boxing I saw there, taking it altogether, was not nearly so good as that shown by the public schoolboys at Aldershot.

There has seldom been a time when the public schoolboy boxer better; and he did this at his last championship meeting—he exploded the notion that it is insisted that he shall only carve his way to victory by scoring points. Without exception, every boy I saw at Aldershot was out to fight, and nothing so strenuous as to fight, and nothing so strenuous as to fight, and nothing so strenuous as to fight.

At the Police Court this morning before Mr. J. R. Wood a Chinese living at Tsui In Lane Lane was charged with unlawfully being in possession of a Winchester rifle. The house was searched under a warrant by Inspector Nollard and the weapon was found hidden among some clothes. A fine of \$150 was imposed.

The Hidden Rifle.

At the Police Court this morning before Mr. J. R. Wood a Chinese living at Tsui In Lane Lane was charged with unlawfully being in possession of a Winchester rifle. The house was searched under a warrant by Inspector Nollard and the weapon was found hidden among some clothes. A fine of \$150 was imposed.

TELEGRAMS.

AFFAIRS IN MEXICO.

FIGHTING AT TAMPICO.

[Reuter's Service To "The Telegraph"]

London, Received May 14.
Reuter's correspondent at Washington states that Admiral Badger reports that the battle at Tampico between the Federals and the rebels was continued last evening. The German and Dutch cruisers withdrew from the river. Mediators' Proposals.

It is announced that the mediators' proposals include the elimination of President Huerta and the establishment of a Provisional Government in which both Federals and rebels shall be represented.

NEW YORK UNREST.

GRADUATE SENTENCED.

London, Received May 14.
A message from New York states that as a sequel to disturbances on the 10th inst. at Calvary Church, in connection with the Colorado strike, when Mr. Rockefeller, junr, was present, a Harvard graduate has been sentenced to six months' imprisonment.

SHIPPING CASUALTIES.

Coal Ship on Fire; Steamer on Reef.

About half past three yesterday morning, says the *Pingang Gazette* of the 4th inst., the steamer *Irismer*, from Calcutta, which had been discharging coal for the Eastern Shipping Co. at Prye since Friday, hoisted the "O.R." signal, indicating that a fire had broken out among the cargo in her hold. The signal was observed by the Harbour Department, and the discharging launch *Kite*, and the tug *Seagull*, *Bobby* and *Alert*, the latter belonging to the Penang Harbour Board, were despatched to render assistance.

On arrival it was found that the *Irismer*, which is a vessel of 2,341 net tonnage, owned by Messrs. Jacques and Co., and commanded by Capt. W. H. Scott, was on fire in Nos. 1 and 2 holds, which are situated aft, and the vessel was enveloped in clouds of smoke. Efforts were at once commenced to deal with the outbreak, four hoses being brought to play upon the burning coals. Meanwhile Commander McIntyre, the King's Harbour Master, Mr. Mair, Government Surveyor of Ships, and Mr. J. G. Allan had arrived, the latter gentlemen representing the local agents of the insurance company in which the vessel is insured.

Moved to Deep Water.

It was deemed wise to remove the vessel from the mouth of the Prye River to deeper water and this was done under the direction of Capt. Perkins of the Pilot service, a berth being taken in four fathoms of water near Palo Kra and about seven miles from Penang. From the first and second bunkers the fire gradually spread to the third. No flames appeared, but the heat was intense. Many of the steel plates covering the holds affected by the fire, and afterwards white hot. Throughout the night the hoses kept pouring water into the holds, but without staying the progress of the fire. The *Seagull* left at day-break this morning to replenish her fresh water supply, but the other launches remained alongside.

A representative of the *Pingang Gazette* paid a visit to the vessel. Mr. Mair, Mr. N. Weatherstone, Dock Manager, Penang Harbour

TELEGRAMS.

F. M. S. LOAN.

QUESTION IN COMMONS.

[Reuter's Service To "The Telegraph"]

London, Received May 14.
In the House of Commons, Mr. MacCallum, Scott asked whether a Malay States Loan was impending and whether it was necessitated by the ear-marking of other funds to pay for the Dreadnought.

Mr. Harcourt replied that a loan of £8,000,000 was proposed for railways and other public works. He added that the heavy development programme undertaken in the Malay Peninsula rendered a loan unavoidable in any case, though it was obvious that the sums assigned to the Malay increased *pro tanto* the Federation's commitments.

FRENCH FINANCE.

HUGE LOAN EXPECTED.

London, Received May 14.
A French loan of £80,000,000 sterling is expected to be issued at the beginning of July.

Board, and Mr. Allan, who was surveying the vessel for the agent of the company in which it is insured, were then on board. Mr. Allan was able to certify that the cause of the fire was spontaneous combustion. The aft part of the ship was enshrouded in smoke, and water was being pumped into the holds by tugs on either side of her. The heat emitted by the burning coal was distinctly felt as the steam launch proceeded alongside. It was found that the fire had extended to the fourth hold; only the fifth hold now remains intact. The first, second and third holds were belching forth volumes of smoke, while the steel plated deck had become so heated as to render it impossible in places for even a well-shod person to stand on it.

Boat Scuttled.

The crew, both European and native, were still working manfully, despite the fact that they had been up all night, but it had been apparent for some time that no progress was being made towards subduing the fire, and it was consequently decided to cut holes in the ship's side and flood the holds—a procedure known as scuttling. This was done on Monday afternoon. The vessel was lying in a depth of 20 feet of water, and it was believed that the fore part was already touching the bottom. We are told that this is the first occasion on which a vessel has had to be scuttled in Penang Harbour. It is impossible yet to give any estimate as to the extent of the damage. The vessel brought 5,900 tons of coal for the Eastern Shipping Co., of which about 700 tons had been discharged before the fire was discovered. The *Irismer* carries a crew of 54. Her second mate died just before the departure from Calcutta on the 22nd of last month.

On the 6th inst. it was reported that the *Irismer* was scuttled on the evening of the 4th in the presence of Commander McIntyre, Mr. Mair, Government Surveyor of Ships, and various other harbour and Government officials at Penang. The vessel was sunk in twenty-four feet of water, which was sufficient to envelope the holds. This extinguish the fire, which burned on more furiously during the night and were still burning next morning.

TELEGRAMS.

CRICKETER'S DEATH.

MR. R. E. FOSTER DEAD.

[Reuter's Service To "The Telegraph"]

London, Received May 14.
The death is announced of Mr. Reginald E. Foster, the famous cricketer, at the age of 48 years.

STEAMER FOUNDERS.

CAPTAIN'S TERRIBLE ORDEAL.

London, Received May 14.

The Captain of the s.s. *Turrethill* was landed at Margate by the battleship *Implacable* last evening.

He states that his vessel sprang a leak and foundered while a boat was being launched, his seven-year-old son being drowned before his eyes.

The fate of the crew is unknown. The Captain was picked up four hours after the disaster.

[The s.s. *Turrethill* is a British steamer of 691 tons, being built in 1895 by Messrs. W. Duxford and Sons, Sunderland, for the Broomhill Collieries, Ltd.]

Derwent's Mishap Near the Sultan Shoal

The first thing this morning says the *Straits Times* of May 6, it became known in town that there was a vessel ashore on a reef near the Sultan Shoal. Enquiries made by the shipping authorities showed it to be the steamer *Derwent*, commanded by Captain Jenkins. All particulars were not to hand this morning, but it was understood that she had come to grief in the course of the heavy rain storm which broke during the night. Information as to exactly how the vessel is placed was not available and it remains to be seen whether she was badly piled up or whether it will be possible to float her off little the worse for the mishap.

The *Derwent*, of some 1,562 tons burthen, is chartered by the Saigon firm of Kim Ho. She was in Singapore about a week ago and left for Penang. Having left that port, she was, it is understood, on her way straight through to Java ports when the voyage was brought to such a sudden stop. She will, of course, be brought to Singapore for any repairs that may be necessary. On the 7th inst. signals were observed flying from the steamer, and in response to these the Singapore Harbour Board's tug *Varunha* left Tadjong Pagar for the scene of the mishap. Capt. Jenkins had been relying on the high tides to float his vessel off the reef, but these proved of no avail until the aid of the *Varunha* was sought. Next morning the *Derwent* was refloated and will go into dock for an examination of her hull.

A Barbarous Baron.

Baron Dominico Camarda has been arrested for having imprisoned his two sisters in his castle at Naples since 1898. Owing to suspicions having been aroused, the police searched the castle and found on a mattress in a damp dungeon an insane, half-clad woman. The Baron, on being interrogated, confessed that she was his sister. She and a younger sister, he said, disgraced the family and in consequence he placed them in a dungeon. The younger sister died in 1911 as a result of the imprisonment. It is reported that the Baron killed two children belonging to his sisters.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

[Reuter's Service To "The Telegraph"]

Mr. Reginald E. Foster, the famous cricketer, is dead.

Middlesex beat Oxford University at cricket.

Corcyra won the Newmarket Stakes.

Latest Derby betting shows Kennymore to be favourite.

The Tetrarch has been scratched for the Derby.

The battle at Tampico between the Federals and rebels is being continued.

A French loan of £80,000,000 is expected to be issued at the beginning of July.

Dr. Mawson has been received in audience at Buckingham Palace, where he recounted his Antarctic experiences.

Speaking at Wellington, N.Z., General Sir Ian Hamilton made a significant reference to the Yellow Peril.

The Mexican mediators' proposals include the elimination of Huerta and the establishment of a Provisional Government.

NEWS.

Kowloon Garden Cinema is to open on Saturday.

General news appears on page 3 and logbook on page 6.

The annual general meeting of the Hongkong Electric Company, Ltd. was held to-day.

"Our contemporaries" appears on page 2 and commercial news on page 9.

The question of the F.M.S. Loan has been raised in the House of Commons.

An area of 95 square miles in the vicinity of Mount Revelstoke B.C. has been assigned as a Canadian national park.

The British steamer *Turrethill* has foundered, the seven-year-old son of the captain being drowned before the latter's eyes.

DON'T FORGET

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

Sale of Ostrich feathers—G. P. Lammer's Sales Room.

Saturday May 16.

Hongkong Cotton Spinning, Weaving and Dyeing Co. Ltd., Extraordinary General Meeting—noon.

Smoking Concert and Prize Giving, Volunteer Headquarters, Dockyard Rifle Club Dinner, 8 p.m.

Boxing Theatre Royal.

Monday May 18.

Canton Insurance Office, Ltd. Meeting of Shareholders—11.30.

Canton Insurance Office Ltd. Extraordinary General Meeting—11.45 a.m.

Royal Hongkong Golf Club, Annual General Meeting at Club House—2.30 p.m.

Meeting of Metal Importers—4 p.m.

Wednesday May 20.

Annual meeting of Seafarers, Union Officers—5.45 p.m.

Thursday June 4.

Hongkong Fire Insurance Co. Ltd., Extraordinary General Meeting.

Notices

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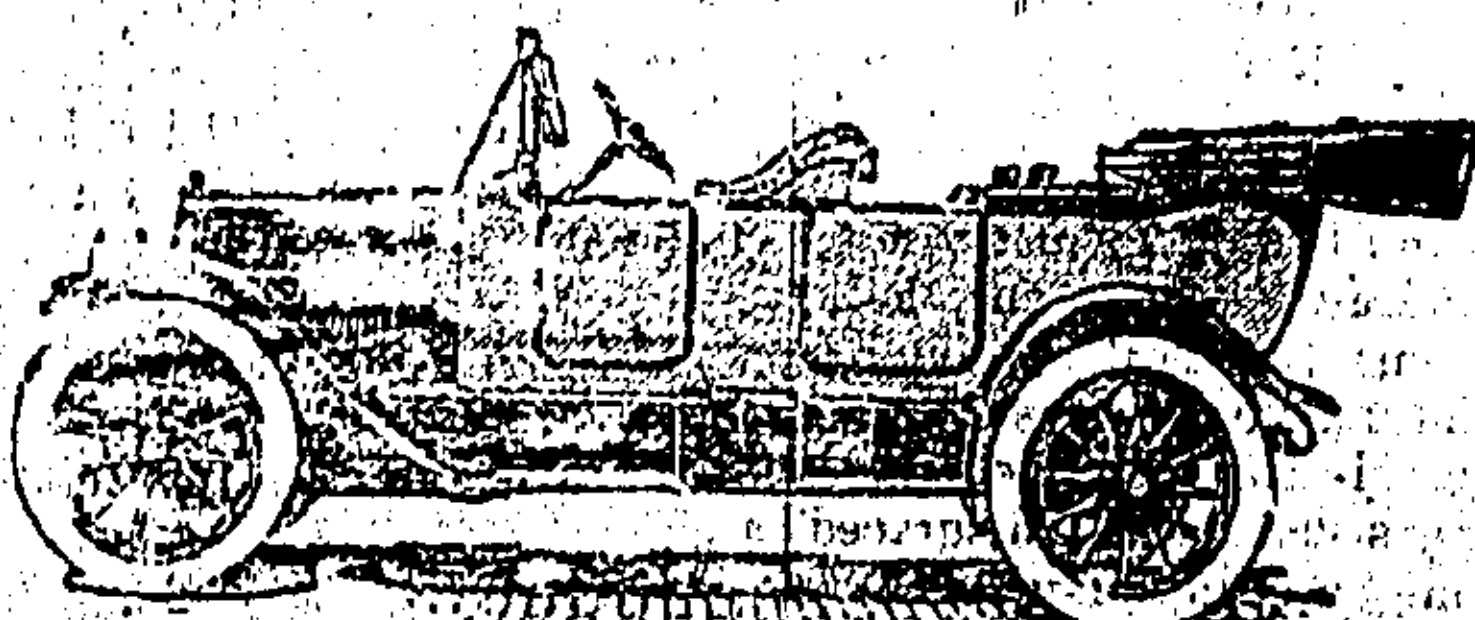
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Dai'y Press.

The Position in China.

No less a personage than Count Okuma, the Head of the Japanese Government, has even gone so far as to suggest an Economic Alliance between Great Britain and Japan for the purpose of exploiting the Yangtze Valley, and one of Japan's most prominent business men, Baron Shibusawa, is at this moment in Peking endeavouring to secure industrial concessions in the Yangtze Valley. The Foreign Office is viewing the position in China with much complaisance. As the Report of the Committee of the China Association points out, an "andue proportion" of the mileage of the railway concessions granted by the Chinese Government within the past six months have gone to foreign syndicates. It may be that "there is still ample scope for any number of lines in the Yangtze and Southern Provinces—enough to keep English engineers and manufacturers employed for the next twenty years"—but the point which it seems desirable to emphasise is that other people are looking out for these opportunities, and the danger is that having the financial backing of the Government they may secure all the concessions which are likely to prove most remunerative.

South China Morning Post.

German Trade in China.

Heretofore there has been a noticeable aloofness on the part of German financiers to lend their surplus wealth abroad, and thus carry out political and very practical financial dealing, and the enterprise which has lately been so evident must have been stimulated by the astonishing progress which has been made in the development of Kiao Chau in the provinces of Shantung. The town, harbour and district were transferred to Germany in 1898 on a 99 years' lease. Its area is about 200 square miles, and its chief city, Tsingtao—which was but a fishing village at the time of German occupation—now ranks sixth in point of importance amongst Chinese coast ports and is steadily pursuing an upward course. The German in merchants were amongst the first to realize the disadvantages of the Kiao, and a vigorous effort is now being made to facilitate trade by freeing it from inland taxation and to levy a sur-tax instead.

China Mail.

The Plague in South China.

From what can be gathered the situation is very bad, though, perhaps, not so bad as it has occasionally been. Whether the consequences of this spring will wake up the Chinese remains to be seen. On the other hand, any one who knows such cities as Canton and Fatsan are driven to the conclusion that no very effective measures to prevent the plague can be instituted, unless parts of these great cities are rolled down and rebuilt, which will never for a moment be entertained. There is, therefore, no hope for them, and they must submit to the yearly attacks which this terrible enemy of human life makes, sometimes more effectively than at other times. After all that is done, there seems to be no immunity from it, and the only thing that can be hoped for is that watchfulness will lessen the consequences in Hongkong, whilst in Canton things must be allowed to run their normal course, and little abatement can be hoped for. If hotter weather comes, which seems to destroy the germs, after which for a time the disease subsides.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liquors at the Best ALEXANDRA CAFE.

GENERAL NEWS.

Titanic Widows' Money.
Arising out of the loss of the Titanic, several applications under the Workmen's Compensation Act were heard recently at Southampton County Court. It was stated that in three cases the widows of members of the Titanic crew had married again. In one case Judge Gye said: She can have the money, but I shall communicate with the Treasury. It seems to me unfair that the children should be deprived of all the compensation when the widow uses it for the purpose of getting married again. Compensation was paid for the express reason that she was dependent on her first husband. She is not now.

Lord Strathcona's Cheques.
Cheques received by the late Lord Strathcona, formerly Canadian High Commissioner at London, for services rendered as a director of the Canadian Pacific Railway Company, and which he never cashed, but kept as souvenirs, will be presented for payment by the executors of his estate. The value of the cheques, it is understood, is more than \$40,000. It was the boast of Lord Strathcona that he never had accepted a cent for his services as director of the railway, and at the time of his death cheques covering a period of thirty-two years, the length of his service on the board, were found. Lord Strathcona looked upon the cheques as mementoes, it was known, and as he received them they were filed away without his endorsement.

Death of the Rev. W. R. Messey.
News has been received of the death of the Rev. W. R. Messey, for many years Archdeacon of Sarawak. Deceased first went to Sarawak in 1862, and after spending some years in the outstations, took up his residence in Kuching in 1876. He was appointed Archdeacon in 1882 and retired in 1897. The late Archdeacon was about 75 years of age.

Submarine's Peril.
Only the coolness of the officers and men of Submarine C2 averted grave consequences when an alarming mishap befell the vessel off Harwich. She had successfully gone through the exercise of attacking the Sunk Lightship, and on rising to the surface her commander, Lieut. Shove, found that he was immediately beneath the parent ship, H.M.S. Hebe. He attempted to manoeuvre between the Hebe and the Fairy, but the propeller of the Hebe caught the submarine, tearing away the periscope and part of the conning tower. The impact threw every man of the crew of 14 on to the deck, and nearly all received bruises and abrasions.

New Ottoman Loan.
David Bay, Minister of Finance telegraphed from Paris to the Porte, stating that French financiers and the French Government had agreed upon 600,000,000 francs as the amount of the first instalment of the great loan. The issue will take place between April 20 and 25, the price being 85 or 86 and the loan being redeemable in forty years. The sum of about 225,300,000 francs will be used for the settlement of advances, in the shape of Treasury bonds, and 90,000,000 francs will be reserved for railway construction in Eastern Anatolia, the concession for which has been given to France.

Chair of Aviation.
The announcement is made that Yale University intends to establish a course in aeronautical engineering in connection with the Sheffield Scientific School at the university. This is believed to be the first course of the kind in a university in the world. Students of mechanical engineering will be given the new instruction under the direction of Professor Breckenridge. The reason for tuition in aerial mechanics is the enormous capital now being invested in the construction of airships, which warrants students taking up engineering in specialising in aeronautics, as others specialise in naval construction. The American Society of Mechanical Engineers, which holds its annual meeting at New Haven this month, will devote almost its entire session to the consideration of aviation. It is estimated by Mr. Hawley, president of the Aero Club of America, that there are now 10,000 airships in use throughout the world, representing an outlay of \$20,000,000, which amount will be doubled in the next two years.

ANGLO FRENCH LAND CO AGENCY.

Amicable Arrangement Entered Into.

The adjourned eighth annual general meeting of the Anglo-French Land Investment Co., Ltd., was held on the 8th inst. at the Chamber of Commerce Rooms, 1, Shanghai Road. Mr. A. W. Burkill presided, and he was supported by Messrs. Cecil Holliday, Gilbert Davies and Liu Chang-yin (directors), and Mr. Francis Ellis, legal adviser. There was a good attendance of shareholders.

The notice convening the meeting having been read, the Chairman said:—Gentlemen:—The only business we have to transact to-day is the election of directors and auditors. You will probably remember that at the annual meeting held on April 8, a resolution was proposed and carried that the meeting should be adjourned for one month in the hope that the differences that had arisen between the Roman Catholic Mission of Kiangnan and the Board of Directors might be overcome.

It is with great pleasure that I am in a position to-day to tell you that the directors have come to an amicable arrangement, and subject to the content of the shareholders, your directors have agreed to sail the ship and convene premises to the Mission, and I am also authorized to inform you that they have sold the balance of their shares, so that as soon as the resolutions which will be brought forward at an extraordinary general meeting of the company to be held on May 25 are passed and afterwards confirmed by the shareholders and the Court at Hongkong, the interests of the Mission in this company will cease.

A circular will shortly be posted to the shareholders, giving them fuller details of what your directors propose doing.

Mr. Hughes has with him the three gentlemen he was proposing as directors, and he himself also will not go up for election. It is with very great pleasure that the directors inform you of this satisfactory settlement, and we would like this opportunity of expressing our thanks and appreciation of the good offices of the Rev. Father Verdier, with whom all the negotiations have been conducted. No questions were asked, and the Chairman proposed that Mr. Cecil Holliday be re-elected a director of the company. This was seconded by Mr. John Liddell, and carried.

Messrs. Lowe, Bingham and Matthews were re-elected auditors, on the proposition of Mr. Douglas, seconded by Mr. Haywood. Mr. Duncan McNeill said the announcement which had just been made would be received with very great satisfaction by all those who held debentures in the company. He congratulated the Chairman and his firm on maintaining their position with the company and, for himself, he expressed the opinion that the settlement arrived at reflected upon the good sense of all the parties. (Hear, hear.)

NERVOUS DISORDERS THROUGH HEAT.

"Your stomach is only three-quarters of a stomach in the hot weather," once epigrammatically stated a distinguished officer in the army. This explains why people feel so run down and depressed just now. The digestion cannot supply the food demands of the nervous system; hence the body's nerve force is diminished.

"The results of diminished nerve force," writes Dr. Claude L. Wheeler in "Nerve Energy in Hot Climates," "comprise headache, loss of sleep, indigestion, easily-induced fatigue, disinclination for bodily or mental exertion, loss of memory, and a lack of vigour in all physiological functions. To overcome this," he adds, "two food elements, protein and phosphorus, are vitally necessary in ample quantities."

He continues: "A combination of pure protein with that form of phosphorus which normally exists in the body and nerves will be exactly what is needed in such cases. Reasoning thus, Science has produced the combination demanded. It is known all over the civilised globe as Sanatogen."

"The debilitated nerves and tissues take up Sanatogen as the parched earth drinks up water. The gain achieved through it is permanent."

Everyone who is run down by the heat should, therefore, take Sanatogen, for it will enable him to overcome its disabilities.

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

Mr. John Liddell said that, as the mover of the resolution which brought about the adjournment, he was very pleased to know that the result had been satisfactory. It was a matter for regret, however, that the French Fathers would not be so closely associated with the company in the future, because their beneficial influence had always been recognized. At the same time Mr. Liddell expressed the hope that their kind interest would still continue, and in the able management that had existed in the past, and which would exist in the future, he thought they could look forward with great confidence to the future success of the Anglo-French Land Investment Co. (Hear, hear.)

The Chairman assured the present that the directors appreciated very much indeed the kind remarks which had been made, and also, if he might speak on behalf of his firm, they felt extremely the support that had been given to them by the shareholders, and the many expressions of good-will which they had met during the somewhat trying times they had gone through. It was very satisfactory that they had come to the amicable agreement, and he might say that he

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TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET.—From April 1st. The First Floor of No. 25, Des Vœux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE CO.

thought of a difference of which had been through misunderstanding. But those were things of the past, and he thought they could look forward with great confidence to the future success of the Anglo-French Land Investment Co. (Hear, hear.)

The Chairman announced that the directors appreciated very much indeed the kind remarks which had been made, and also, if he might speak on behalf of his firm, they felt extremely the support that had been given to them by the shareholders, and the many expressions of good-will which they had met during the somewhat trying times they had gone through. It was very satisfactory that they had come to the amicable agreement, and he might say that he

Famous Belgand Mid. According to the Rome correspondent of the Paris the famous Calabrian brigand Musolino, who was condemned to 40 years' imprisonment some ten years ago, a dozen murders being alleged against him, has lost his reason as a result of his long confinement. During the ten years that he has been in prison Musolino has been kept in the greatest solitude, and he has become obsessed with the idea that the Kaiser is gathering all the armies of Europe in order to march to his assistance and place him on a throne. Musolino, who was a man of remarkable intelligence and culture, recited dur-

ing his trial a large number of the poems of Dante and Tasso. His cell is about 6 feet long, 5 feet wide, and 6 feet high, and is lighted only by one small window. He is not allowed to speak with anyone except to ask for a doctor.

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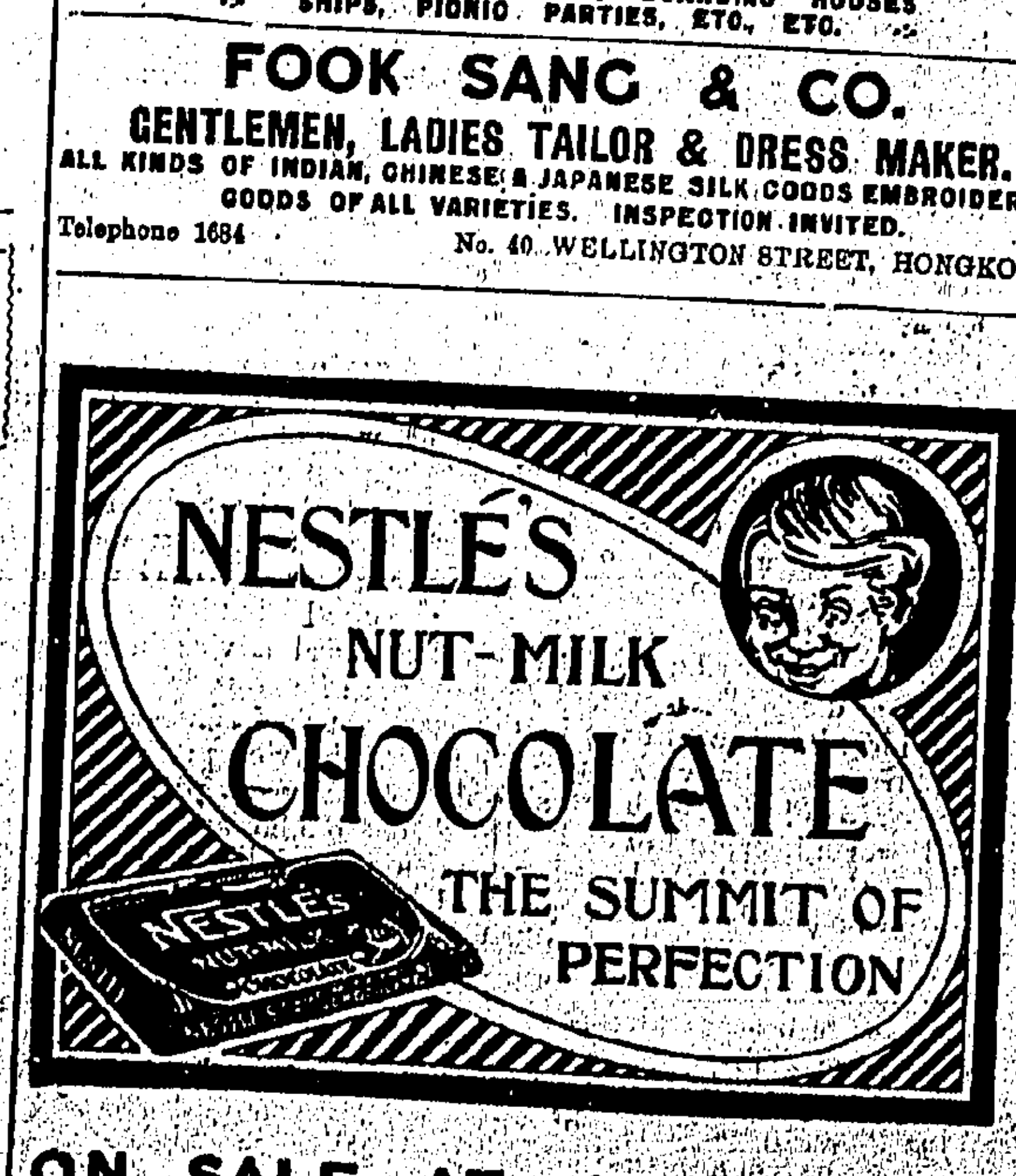
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By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, THURSDAY, MAY 14, 1914.

THE PREVENTION OF PIRACY.

Among those who are in any way concerned with West River shipping the one subject receiving consideration at the moment, to the exclusion of almost all others, is the question of dealing with the pirate evil. It is realised that prevention is better than cure; hence all efforts are concentrated on devising ways and means to make a repetition of the recent outrages impossible. There have been many suggestions put forward since the terrible happenings on the Tai O, and not the least sane and sensible of these are those outlined in the *Telegraph* on Tuesday by the former Captain of the ill-fated boat. They are worthy of the fullest possible consideration on the part of the authorities and the Steamship Companies, if only from the fact that they constitute the considered opinion of a man who has gone through the horrors which it is sought to make a thing of the past, and whose experience at a time like the present should be of the utmost value.

The principal suggestions made by Captain Wetherell are as follows:—(1) The provision of a fully armed and uniformed guard of from ten to twelve men on each West River steamer; (2) All cargo to be kept below hatches; (3) No brokers or runners to be permitted on board; (4) No tickets to be sold on board ship; and (5) Two or more steamers always to be in company when bound for the West River. In putting forward these views it is of course realised that the carrying out of the proposals would entail additional expense to shipowners, but the answer to that is to increase the fares, which at present are on a very low scale. It would be a good thing if all the Companies could agree to the adoption of all or some of the suggestions tendered and meet the cost by a uniform raising of the tariff; then with the increase the same on all lines, there could be no question of money being lost on the enterprise. If, however, this is not possible, it is more than likely that passengers would prefer to patronise that Company which took these precautions, even though they had to pay a little more. Such extra charge would, or should, be looked upon as an insurance guaranteeing, as far as possible, immunity from pirate attacks.

Each and every one of the points made by Captain Wetherell deserves the fullest possible consideration, especially his proposal that brokers and runners should not be permitted on board West River steamers. These ruffians have long been regarded as a source of danger, and it is more than likely that they work in a league with the pirate-passengers. They pay no fares and serve no useful purpose, and are generally regarded by the respectable travelling public as "a bad lot." Once the system which permits their presence aboard ships is swept away, at least one element of danger will be removed. The whole question of prevention of piracy calls for the most drastic action, and if the Shipping Companies do not willingly do their part in the matter, they should be compelled to take due and proper precautions. The Government has the matter under consideration, apparently, but it is to be hoped that they will not be guided solely by official advice in applying the remedy. There are, of course, certain points which can be considered and acted upon in this way. Such, for instance, is the question of the advisability of inflicting heavier punishment for possession of arms on board ship than on shore—a point which is well worth keeping in mind. But there are other and more important matters which the longshoreman is not qualified to deal with except he has the advice of practical and experienced mariners who are conversant with the peculiar local conditions. It would therefore be a wise act if the authorities called into consultation the skippers of boats making the West River run, and framed some scheme to embody the expert advice tendered. In this way it should be possible to do a valuable work in the interests of shipping trade, the protection of the British flag from indignities, and the guarding of human life from the danger to which it is at present exposed.

On Piracy Fund.
A note appeared in this column, on Tuesday, in which it was pointed out that British names were not greatly in evidence in the list of subscribers to the Lai On piracy fund. A reader now makes rather a good suggestion which we pass on. It is that a list should be sent round to each of the various business houses in the Colony in order to catch what may be termed the "smaller subscribers." He remarks, very rightly, that the average man who is of a mind to contribute two or three or even five dollars will not take the trouble to make a special card or list. He thinks it is too small for that. But if a list is presented to him, he will contribute gladly. There must be any number of men in the Colony who are willing to contribute a little and this suggestion for securing their subscriptions is worth taking note of.

A Great Cricketer Dead.
The death of Mr. R. E. Foster omoves a man who, in his day, made cricketing history. He was a member of Mr. P. F. Warner's famous team which brought back the ashes in 1904, and at Sydney, in a test match, he put up the great score of 287. He had played very little first class cricket in the season before he went to Australia, and many people doubted the wisdom of Mr. Warner's choice, but the captain of Middlesex knows about all there is to know about cricket, and he was proved right in his judgment. Australian critics termed Foster a cricketing genius. For years he and his brothers have carried Worcestershire cricket on their backs, so to speak, and their records are many and great. Perhaps the best of the lot is the 303 which H. K. and R. E. Foster knocked up against Kent in 1907 for the third wicket. The late Mr. Foster was a fine footballer, too, and we recall seeing him play as inside right to Plant of Bury in the English team which Scotland smote hip and thigh in 1900. He was the best forward on the losing side that day.

The Grimsby Election.
Judging from the bare figures, the bye-election at Grimsby must have been a great fight between the rival factions. On the Parliamentary register of the Borough there are just over 18,000 voters, and on this occasion no fewer than 18,664 went to the poll—an abnormally large proportion. Both sides materially increased their poll, the Liberals bringing in 988 more voters than at the last election and the Unionists 568. The reduction of the Unionist majority cannot, in view of the peculiar circumstances, be considered of undue significance. In the first place, the candidates were both local men, and when that is the case the large issues of the day do not count so much as the relative popularity of the opponents.

A Fickle Constituency.
Moreover, the constituency has somewhat of a record for fickleness. In 1895 Sir George Doughty, the late member, was returned as a Liberal, but three years later he went over to the Unionists on the tariff question. He was a local man too, and despite his change of views the constituency again returned him at the bye-election by a majority of some 1,800. In January 1910, however, he was thrown out by Mr. Wing, the Liberal candidate, who did not have a long innings, inasmuch as Sir George turned the tables on him in the December following, and held the seat up to the time of his death. No doubt the Liberals will point to the now reduced majority of the Unionists as a Grimsby argument that they still retain the confidence of people, but if the facts quoted are given due weight it will be seen how hollow is the claim.

HONGKONG VOLUNTEERS

The following was the order of merit for the Efficiency Cup:—
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2. 10. Pdr. Section Artillery Battery.
3. 1st Section M.G. Co.
4. 8. Qdr. Co.
5. Centre Section M.G. Co.
6. Engineer Co.
7. 7. 1st Section Artillery Battery.
8. Right Section M.G. Co.

DAY BY DAY.

IF SOLID HAPPINESS WE PRIZE,
WITHIN OUR BREAST THIS
JEWEL LIES.
AND THEY ARE FOOLS WHO
ROAM:
THE WORLD HAS NOTHING TO
BESTOW,
FROM OUR OWNSELVES OUR
BLISS MUST FLOW,
AND THAT DEAR HUT-OUR HOME
COTTON.

The Weather.

Lower level 8 a.m. Temp 83; sunshiny.
At the Peak 8 a.m. Temp 74; sunshiny.

The Mails.

American Mail.—Due per a.s. Sunkai Maru to-day.
Siberian Mail.—Due per a.s. Liangchow to-morrow.
American Mail.—Closed per a.s. Sambia at 5 p.m. to-day.
Siberian Mail.—Closed per a.s. Prinz Ludwig at 5 p.m. to-day.

Sent to the Pound.

Three dogs were sent to the Police Pound yesterday.

Silk Delivered.

The silk despatched per a.s. "Nippon Maru" on April 8, was delivered in New York on the 11th instant.

Sale of Ostrich Feathers.

Mr. G. P. Lamont is selling by public auction to-morrow, a fine selection of ostrich feathers, each lot comprising one feather.

To Consignees.

Consignees of cargo by the Japan and the Gregory Apar are reminded that goods remaining undelivered after to-morrow will be subject to rent.

European Sailor Drowned.

When the German mail steamer Prinz Ludwig was alongside the wharf at Penang a European sailor engaged in painting aloft fell into the sea and was drowned. The body was not recovered.

Junks Collide.

A report has been made to the police that while sailing off West Point yesterday afternoon junk H 1038 was run into by a night soil junk and sunk. There were no lives lost.

The Disappearing Shroff.

A salt fish dealer's bewailing the loss of £700. It appears that his shroff went to two houses and collected \$500 and \$200 respectively in his master's name. The shroff is now missing.

Jumped from a Tramcar.

Through jumping off tramcar No. 12 while it was in motion near the No. 2 Police Station a Chinese sustained internal injuries which necessitated his removal to the Government Civil Hospital.

A Broken Thigh.

Liu Wing a Chinese engaged as a labourer was sent to the Government Civil Hospital yesterday suffering from a broken thigh said to have been caused by his slipping and falling on the Wing Wo Road steps.

A Curious Mishap.

A peculiar story was told yesterday by a Chinese who was admitted to the Government Civil Hospital suffering from a stab wound. It appears that a knife fell from the cook house on the second floor of the house where he was living, and it struck the injury on him while he was on the ground floor.

The Gamblers.

Fifteen Chinese, the majority of whom were well known, appeared this morning before Mr. J. R. Wood on a charge of gambling. Two of their number were also charged as keepers but the magistrate could find no evidence to convict them of it. They were all fined £2 each for gambling.

Detaining a Girl.

Yesterday afternoon Mr. Melbourne at the Police Court sent two women to prison for three months for unlawfully detaining a Chinese girl at 137 Second Street. The child was detained from March last until May 4, and it was suggested by Mr. Schofield, the Secretary for Chinese Affairs, that the women were about to take the girl out of the colony.

COMPANY MEETING.

Hongkong Electric Company, Ltd.

[VEREATIM.]

The annual general meeting of the shareholders in the Hongkong Electric Company, Limited, was held this morning at the offices of the Company, when Mr. J. W. O. Bonnar presided. There were also present:—Sir Paul Chater, C.M.G., the Hon. Mr. D. Landale, Mr. S. H. Dodwell, directors, and the Hon. Mr. E. Shellim, Dr. J. W. Noble, Father Robert, Messrs. A. H. M. da Silva, O. Baptista, L. E. Ozorio, Leung Yan-po, To Tao-hing, Leung Wing-sang, and A. Chow shareholders, together with Mr. T. Graham, manager.

The manager read the notice convening the meeting. The Chairman said:—Gentlemen,—The report and accounts together with the auditors' certificate having been in your hands for some days, I will with your permission take them as read: the result of the year's working, I am sure you will consider as very satisfactory.

The balance of Profit and Loss Account exceeds that of the previous year by \$93,000, but in view of what I will refer to later, your Directors do not consider it advisable to recommend a higher dividend than \$1.80, and to make ample allowance for depreciation and a substantial addition to reserve. I trust their recommendations will meet with your approval.

You may have noticed in the statement of accounts that sundry debtors stand at \$180,587.41. This is a large amount and is represented by a little more than two months' current consumed and material supplied. Since closing the books about \$140,000 has been collected.

At our last meeting I informed you that we had placed orders for two more Diesel engines. One of these is now running on full load, and the other is in course of erection.

In view of the increasing demand for electric current, your Directors have for some considerable time past had under their serious consideration the advisability of obtaining another suitable site on which to erect a station. Our present site is only capable of development to a limited extent, and our present rate of expansion, the limit likely to be reached in the course of the next few years. Your Directors, therefore, consider it essential that we should make every provision for the future, and I am pleased to be able to report that negotiations are already in progress, and will I trust soon be completed, for the purchase of a suitable site with a water frontage, which should be capable of development to meet the wants of the Colony for all time. This will involve a large expenditure, both for land, buildings, and new machinery, as it is contemplated putting down a steam turbine plant. Our Diesel engines, however, will not be dispensed with, as you will readily realise that the changing of a station such as ours must be done gradually, and the Diesels will be required for some years to come to cope with the demand for current, and even after the installation of the steam turbine plant they will be a very useful adjunct to that plant.

In view of these extensive alterations and additions, it is necessary that we should husband our resources, hence the \$1.80 dividend (with which, I never think no shareholder can reasonably grumble) and the liberal allowance for depreciation and reserve.

I will also, I think be necessary to increase our capital at no very distant date, but shareholders will receive due notice of the decision of the Directors, and their interests will be fully protected.

As in previous years, when the Directors have seen that they could well do so, a reduction has been made to consumers' rates from 1st May, due to a rise of which has been given in the Press and also by circular. As heretofore, substantial discounts are also given according to the amount of current consumed.

Before formally moving the adoption of the report and accounts, I shall be pleased to affirm that the women were about to take the girl out of the colony.

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BOAT OVERTURNED.

Constable Rescues Woman and Children.

Yesterday morning the Lamai boat was sailing in the Sulphur Channel when she was capsized by a sudden gust of wind. Constable Wilson who saw the occurrence from the shore secured a sampan and with the assistance of two Chinese helped in the rescue of people from the overturned boat.

The officer saved a woman and three children while the coxswain of the boat was picked up by another sampan. The boat was afterwards brought into shore. There was one amusing incident in what might have been a serious affair. One of the women rescued was seen clinging to the boat with one hand thrust above her head out of the water. She was found to be clutching a handful of five dollars notes when she was picked up.

TAI ON PIRACY FUND.

We have to acknowledge the receipt of \$15 from Mr. S. Komr as a subscription to the Tai On Piracy Fund. This, and any other subscriptions forwarded to the *Telegraph*, will be handed to Mr. W. A. Dowley, the bond treasurer to the fund.

There being no questions, gentlemen, I beg to propose that the report and accounts as presented be adopted.

The Hon. Mr. E. Shellim:—Mr. Chairman—In view of this Company must be extremely gratified at the excellent report presented by the directors, and I feel sure they fully approve of the sound distribution of profits. As the science of electricity is making steady progress constant expenditure is necessary, in order to keep up-to-date and I therefore think that it is imperative on the part of the directors to follow the sound policy of making ample provision for depreciation. It is very satisfactory that the interests of consumers have not been neglected, and that they are rightly participating in the prosperity of the company. Mr. Chairman, I have much pleasure in seconding the adoption of the report and accounts.

The Chairman:—It has been proposed by myself and seconded by the Hon. Mr. E. Shellim that the report and accounts as presented be adopted. Will those in favour of that kindly hold up their hands—against—carried unanimously. The next business is the election of directors.

Dr. J. W. Noble:—I beg to propose that the Hon. Sir Paul Chater C.M.G. and the Hon. Mr. David Landale be re-elected directors.

Mr. Leung Yung-po:—I beg to second.

The Chairman:—Proposed by Dr. Noble and seconded by Mr. Leung Yan-po, that the Hon. Sir Paul Chater C.M.G. and the Hon. Mr. D. Landale be re-elected directors. Those in favour of that kindly hold up their hands—against—carried unanimously. The next business is the election of auditors.

Mr. Baptista:—I beg to propose that Messrs. A. O. Hynes and F. Mastian be elected auditors at a remuneration of one hundred dollars per annum.

Mr. Ozorio:—I beg to second.

The Chairman:—Proposed by Mr. Baptista and seconded by Mr. Ozorio that Messrs. A. O. Hynes and F. Mastian be re-elected auditors at a remuneration of one hundred dollars each per annum. Those in favour of that kindly hold up their hands—against—carried unanimously. That is all the business gentlemen, thank you for your attendance. Dividend warrants will be ready to-morrow and may be had on application at the office.

Latest Advertisements.
Consignees' notices regarding the a.s. Danbighshire and the a.s. Prinz Ludwig, resumed.—Page 5.
The a.s. Indrani leaves for the New York, etc., about June 5.—Page 5.

Mr. G. P. Lamont is selling valuable household furniture at his sales rooms on the 18th inst.—Page 5.
The Dragon Cycle Co. advertise new model motor cars and mop-cycles.—Page 5.

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BOUGHT THIRTY NEWSPAPERS.

Visitor Who Has Had An Adventurous Career.

There is in the Colony at present a man who has bought and sold some thirty newspapers in his time, which must be something like a record. He is Mr. Francis Attwater, a native Connecticut, who, with his wife is making a tour of the Far East. They are members of a party of twenty-three who are making the tour under the care of Mr. Jenkins. These parties, arranged by Mr. Jenkins, are to make a tour every three months, and this tour de force seems like proving very popular.

Since 1895 Mr. Attwater has been buying and selling newspapers in different parts of the United States. He has not bought one of which, running it on independent lines, he did not make a success. He started the first American newspaper in Cuba in 1900 and that paper, the *Havana Post*, is still running, though he is no longer connected with it. Indeed, he has retired from the newspaper world. He sold out the last of his interests, in his home paper in Meriden, Connecticut, last year, after having been in partnership with three other gentlemen, for twenty-five years.

But Mr. Attwater's activities have not been entirely confined to newspapers. He has built two railways, established three banks, and bought and sold much land in his time.

Naturally, Mr. Attwater tells one or two good stories of his career. One is of how, while he was quite a young man, in 1882, he had an interest in a newspaper in Red Bluff, California. A gang of desperadoes, five in number, were alleged to have burned down the court house, and Mr. Attwater made the most of the "story." As it happened, the gang were acquitted, mainly because they could pull strings, and the leader, one Rube Mitchell, dropped into the newspaper office one evening to interview the gentleman who had made matters rather warm for them. That interview might have proved awkward for Mr. Attwater but for the fact that a big red-headed compositor followed the "tough" quietly and springing in him, at the same moment when Mr. Attwater did, just when Mitchell looked to be a "dam" dangerous. He was promptly disarmed and bundled out of the office. After that Mr. Attwater always was well armed, inside and outside the office, and he tells us that he was very careful in turning corners.

"I had a double-barrelled shot gun in the office," he said whimsically, "and I had four bills in it. I thought that if I did not shoot straight the bills might spread and put matters right." But that is only his little joke. He looks like a man who could shoot very straight when necessary.

The end of that story was tragic. On the one afternoon on which Mr. Attwater happened to be absent from the office—he was getting the details of a fire—one of the desperadoes entered the office and shot his partner in the stomach. He died next day. California was not a very health place in those days, and Mr. Attwater sold out his interest and left. A quarter of a century later he returned to Red Bluff and found that the leader of the gang had become a most respected and respectable citizen.

A second story from his fund of newspaper tales may be given. He was in charge of a newspaper for a time and what should have been exclusive news for it leaked out and appeared in the rival paper. His suspicions fell upon a telephone clerk, but he did not complain to the telephone company. He stopped the leakage in his own shrewd way. One day there was a fire in the office a narrow escape from a great drowning accident. No detail was missed, and the tale would have dragged tears from an idol, so affecting was it. Every detail appeared in the opposition paper and never a one in that of Mr. Attwater. The whole thing had been arranged as a trap—and that stopped the leakage of news.

Mr. and Mrs. Attwater leave by the Minneapolis on Saturday.

NATURAL BROTHERS
OR NOT?Claim Against an Insurance
Company.

Before Mr. Justice Gompertz and a special jury in the Supreme Court, this morning Yung Cheung-shi claimed the sum of \$3,000 from the Sun Life Assurance Company of Canada, due on an insurance policy with the defendant company on the life of Yun Ming-jin, alias Yun Sheung, deceased. Plaintiff's claim was that at the time of the making of the said policy he was interested in the life of the assured to the full amount of the policy dated August 24, 1912.

The special jury was sworn as follows:—Messrs. John Walker Bulles (foreman), Ho Kom-tong, Andrew Beattie, William Sybourn Bailey, James Francis Wright, H. G. White and A. R. Lowe.

Mr. Eldon Potter, instructed by Mr. Hind (Mr. G. K. Hall Brutton), appeared for the plaintiff and Mr. F. O. Jenkin, instructed by Mr. Needham, of Messrs. Ewens and Needham, appeared for the defendants.

This morning his Lordship ruled that the Chinese doctor whose statement to Mr. Hind Mr. Jenkin asked to be admitted, was not an agent in the case. He presumed that further information about the death was wanted and the doctor was asked to attend.

Mr. Jenkin asked his Lordship to make a note that he asked for that evidence to be admitted and that his Lordship found there was no evidence as to his being an agent.

An elder of the village to which the deceased belonged gave evidence as to the family tree.

Mr. Jenkin:—Is it the custom in adopting a son that you take the nearest male relative?—The last witness told you so.

When he (the father) opposed following the ordinary custom did you say to him that you objected to his adopting in this way?—Well it is the real custom among Chinese that if the nearest male relatives or parents oppose an adoption then they must adopt a more distant relative.

The natural sons at the date of the adoption, then the nearest male relatives that should have been adopted?—Yes, that is so.

Who, according to Chinese custom, should have been approached?—The deceased.

I suggest, the last witness suggested he adoption and carried on; the arrangements for the adoption. Would the elders of the village allow a man who objected to the custom to carry out an adoption?—They would be willing.

Do customs permit you to take the one and only natural son of a man and adopt him to another man for that man to perform ancestral worship for two fathers, natural and adopted?—There are such cases.

I want to know if the customs allow it?—Yes.

After the adoption the assured continued, or did in fact, worship at the tomb of his adopted father?—Yes.

Mr. Potter:—The last witness objected to one of the sons being adopted?—Yes.

Why did he object?—Because the family was unlucky; their children died young and he would not like the same thing to happen to any of his.

The Chinese doctor then went into the box. The deceased died from pneumonia, he said.

Mr. Jenkin:—What are the symptoms of consumption?—Coughing, spitting up blood, injury to the lungs and lowness of voice.

Have you ever attended a case of consumption?—Frequently.

Isn't it a fact that you only knew what this son died from, from what people told you and not of your own knowledge?—No, I went personally to see him and I examined him for myself.

Another symptom of consumption, I think, with the other symptoms, is the patient's pores would be constantly open and he would be perspiring very liberally?—Well, whenever anybody dies, of course, the pores are bound to be open and perspiration comes from them after death.

HONGKONG DOGS.

Muzzling Order Comes Into Force
next Wednesday.

A Government Gazette Extraordinary issued today states that the following regulation has been made by the Governor-in-Council under Section 6 of the Dogs Ordinance, 1893, (Ordinance No. 5 of 1893) this 14th day of May, 1914:—

"On and after the 20th May, 1914, and until further notice every dog going abroad in the public thoroughfares or elsewhere shall be muzzled."

The Gazette Extraordinary also contains the following notification by Mr. C. Mc. I. Messer, Captain Superintendent of Police:—

"Owners of dogs are notified that pursuant to power given under Section 6 of Ordinance 5 of 1893 a Regulation has been made by the Governor-in-Council requiring that on and after the 20th May, 1914, and until further notice every dog going abroad in the public thoroughfares or elsewhere shall be muzzled."

"It is further notified that any breach of this regulation will render the owner liable to a fine of \$100 under Section 7 of the same Ordinance."

"On and after the 13th May, muzzles will be on sale between the hours of 9 a.m. and 12 noon on week days at the following places:—

Messrs. Lane, Crawford & Co.

Messrs. Tak Cheong & Co.

Messrs. The Sincere Co., Ltd.

Messrs. Hang Cheong, (Kowloon.)

No. 2 Police Station.

Central Police Station.

No. 7 Police Station.

Tsim Sha Tsui Police Station.

Yau Ma Tei Police Station.

Toe Disinfecting Station, Tai Ping Shan.

The Disinfecting Station, Yau Ma Tei.

The Office of the Sanitary Department Storekeeper, Room 18, 2nd floor, New Government Buildings.

The price will be 30 cents each."

Addressing the Court on the defence he was putting forward, Mr. Jenkin said that from the evidence so far as they had proceeded they would have gathered, no doubt, roughly what the case was about. The case for the defendant Company was that the assured came to their office in 1910 and said he wished to insure his life. The manager through the interpreter—the interpreter who had acted on each occasion between the parties—said he wanted to know something about him and his history, and the Company's proposal form was produced and it was similar to the form now before them. When asked the questions the form contained, he gave certain answers and one answer was that he had no brothers and was an only child.

All the questions and answers were written down and were re-interpreted to the assured. There was a special paragraph on the form in which those answering the questions were called upon to warrant the truth of what they were stating. Now if it was given in answer was not true the policy or contract was voidable. It did not matter whether he knew or not that what he said was not true, or that he did not know anything he said was untrue, and if he knew or believed he was innocent of fraudulent intention in violating the policy, the same as a contract, so long as the answer was untrue, that was the law. He would ask them to hold that the evidence given by the widow as regards the document was false and also to treat as false the evidence of the venerable old gentleman. "Virtue does not go hand in hand with age," dramatically concluded counsel, "and an old man can very well be an old liar." It did not matter about him standing in the box and repeating that he was an old man, and that because he looked like a man who could not tell a lie it followed he was telling the truth.

TAI ON PIRACY.

Another Shanghai Comment.

The writer of "Topics for the Times" in the Shanghai Mercury, has the following comment on the Tai On piracy:—

"I see the Governor of Hongkong has been indulging in some big words respecting the sanctity of the Union Jack whether it covers Chinese owned vessels or purely British. Chinese pirates are to be taught various things that will be good for them to know, and so on, and so on. One would think a little more of this sort of talk if this were the first British steamer to be so pirated. But that is not the case, not by long chalks. Did space permit I could tell you of British naval vessels in the olden days being specially sent to a Treaty port for the express protection, not of a Chinese vessel with a valuable cargo, but of an individual Chinese who, had the right to say, 'Civis Britannicus sum.' It is a pretty story, but as I have said, too long for a single column."

"What one would be glad to see, however, as the upshot of the present case of piracy, an agreement between Britain and China under which a conjoint systematic unit for pirates should be maintained day in day out. If international jealousy object, I see no great obstacle to the task itself being made international. Launches and torpedo boats are the craft needed. They must be speedy, they must be of shallow draught, and they should every one be provided with wireless apparatus for messages. If that system did not succeed in eradicating piracy, nothing would, confessedly, be a difficult matter, since, for ages, piracy has been a sort of last resort for the starving, and those who manipulate them."

KO WLOON GARDEN
CINEMA.

The scheme of providing out-of-door cinematograph entertainment for residents of Kowloon in the summer evenings has now materialised, and the project will be initiated on Saturday. The venue will be the Wigwam Lawn Tennis Club grounds, which are most conveniently located, and shows will be given (weather permitting), every Wednesday, Saturday and Sunday commencing at 8.15 p.m.

The enterprise should secure a large measure of public support, for the promoters are sparing no effort to secure the enjoyment and comfort of patrons. There will be music and refreshments, while the charge is certainly most reasonable—40 cents for adults and 20 cents for children. After the hot and steamy days of summer nothing could be more enjoyable than to sit out in the open air in the cool of the evening and see the latest cinema pictures. It solves the after-dinner problem by bringing the cinematograph to the very doors of Kowloon's residents; and there will be no grounds for complaint on the score of lack of variety, as new films will be shown every evening.

HIPPODROME CIRCUS.

The programme provided for the diversion of visitors to Chau Kwai last night was deserving of more support than was accorded to it—the big match being by no means overcrowded. Two numbers which cannot fail to please admirers of physical strength, agility and steady nerves, are the "Drawing Room Entertainment" presented by Messrs. Carpi and Dick, and the three Carsons' excellent exhibition of sharp-shooting. The latter made such an impression on a lady seated close to the writer that she was heard to suggest that the Carsons be induced to haunt the Peak for a day or two, with a view to the extermination of the numerous wild beasts commonly reported to have been seen there lately.

Other items meriting special mention are the "Juggling on a Globe" by Happy Ashby, "Naval Display" by Muriel and Jerry, Urban's performing lions, "Society Juggling" by Otto and Lollo, and the laughter-provoking antics of clowns Tony, Jerry and Dick. A matinee was given yesterday afternoon, at which there was a large and appreciative audience.

DAIRY FARM NEWS.

BUTTER. BUTTER.

WE HAVE RECEIVED A

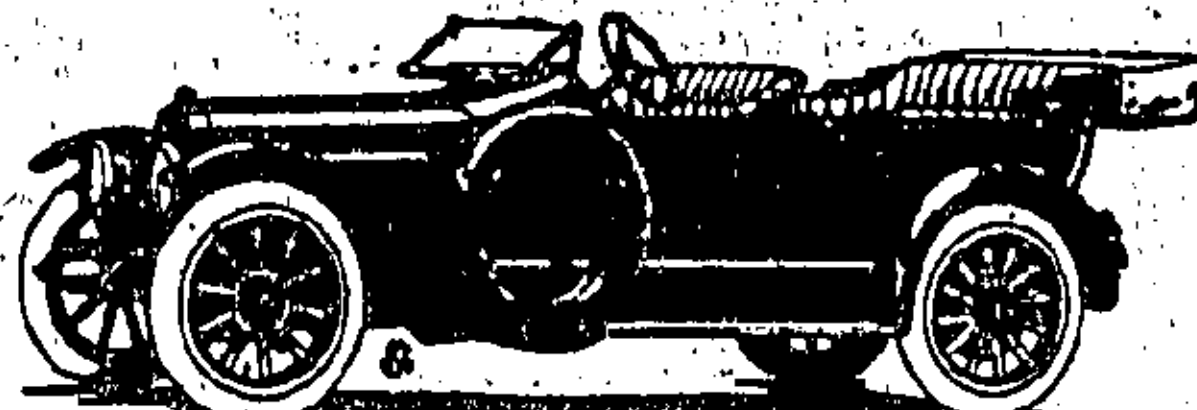
NEW SHIPMENT OF

DAISY BUTTER

Absolutely the best table butter
in the Colony.

To-day's Advertisements

JUST ARRIVED.



3 NEW MODELS
2 HUDSONS
AND
1 OVERLAND
ALSO
1 MOTOR CYCLE.

BRITISH MADE, FROM THE

OLYMPIC EXHIBITION

As Light as an Ordinary Bicycle.

CALL AND INSPECT THESE NEW ARRIVALS.

Des Vaux Road. DRAGON CYCLE DEPOT. Tel. No. 482.

"SHIRE" LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES.
From EUROPE.
THE Steamship

"DENBIGHSHIRE"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Wharves, delivery may be obtained.

Goods not cleared by the 20th inst. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 20th instant at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, 13th May, 1914. [568]

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction on

MONDAY,

the 18th May 1914, commencing at 2.30 p.m. at his Sales Rooms, Duddell Street

A Large Quantity of Valuable Household Furniture.

Comprising:—
TEAK SIDEBOARDS WITH BEVELLED MIRRORS, DINING WAGGONS, DINING TABLE & CHAIRS, TEA TABLES, WRITING TABLES, BOOKCASES, OVERMANTELS, etc.

DOUBLE AND SINGLE WARDROBES, WASHSTANDS, DRESSING TABLE, TOILET CROCKERY, PICTURES, ORNAMENTS, DOUBLE AND SINGLE BRASS MOUNTED IRON BEDSTEADS, etc., etc. GLASS & CROCKERY WARE, CUTLERY, etc., etc. CANTON BLACKWOOD CABINETS, JARDINERES, TABLES, STOOLS, TEAPOYS, etc.

also
ONE TREADLE SEWING MACHINE (new)
ONE COMBINATION SAFE
TWO SADDLES (complete)
SOME TELESCOPES AND BINOCULARS.

Terms:—Cash on delivery. Catalogues will be issued. On view from Saturday, the 16th May 1914.

GEO. P. LAMMERT, Auctioneer.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th of May, at 9.30 a.m.

All claims must reach us before the 27th of May, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN & CO.
Sole Agents.

Hongkong, 13th May, 1914. [570]

HONGKONG NEW YORK.



AMERICAN ASIATIC S.S. Co.
For New York via

Ports & Suez Canal.
(with liberty to call at the Malabar Coast)

s.s. "INDRANI,"
on or about 5th June 1914.

For freight or information, apply to
SHEWAN TOMES & Co.
General Agents.
Hongkong 13th May, 1914. [569]

MACKINTOSH

& CO., LTD.
MEN'S WEAR SPECIALISTS

RELIABLE

WATERPROOFS

FROM \$16.50 EACH.

UMBRELLAS
GOLOSHES.

DES VŒUX ROAD.

WM. POWELL, LTD.

TEL. 346.

DRESS DEPARTMENT
"RATINE" SPONGE CLOTH.

PERFECT WASHING FABRIC

FOR

SUMMER WEAR.

VERY EFFECTIVE AND FAST COLOURS.

NOTE.—We stock the Finest Quality, in this New Material which is necessary for the climate.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLEMING STREET.

ANDERSON MUSIC CO., LTD.

SOLE AGENTS FOR

"BROADWOOD" PIANOS

Specially Prepared for the Climate.

FAMOUS

FOR

RICH TONE, QUALITY, LIGHT

RESPONSIVE TOUCH, ARTISTIC

CASE DESIGN

NEW IMPROVED MODELS JUST UNPACKED.

6, DES VŒUX ROAD.

TEL. 1322

A ROYAL DRINK

"KING GEORGE IV"

LIQUEUR WHISKY

THE D.O.M.

EDINBURGH.



"THE - - -"

TOP NOTCH

ONE STANDARD

QUALITY.

ONE STANDARD

PRICE.



BLENDED & BOTTLED
UNDER BOND AT
SOUTH QUEENSFERRY
NEAR EDINBURGH.

SOLE AGENTS.

CANDE PRICE & CO. LTD.

Tel. No. 135. 6, Queen's Road Central Hongkong

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ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	28th May.
Empress of Asia	10th June.
Empress of Japan	25th June.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are now quadruple screw 21 knot turbine steamers, of 16,350 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGUE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military Officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Poddar Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

HASTWARD.

S.S. "Japan," 6,013 tons, Capt. Seldon, will be despatched for YOKOHAMA, KOBE & MOJI on 24th May.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for MIKE, KOBE & MOJI on 32nd May.

WESTWARD.

S.S. "Torilla," 5,305 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA, on 15th May.

S.S. "Dilwara," 5,378 tons, Capt. Ramago, R.N.R. will be despatched as above on 18th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, May 12, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET. MANILA: MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

to

Marseilles, Havre, Emden, Bremen and Hamburg and New York and from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Freight Cargo at Through rates to all European North Continental and British Ports; also to Trieste, Genoa, Marseilles, Oporto, and all Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Segovia	28th May
"	Preussen	31st May
"	Silesia	13th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
Victoria, V'vor, S'ile & P'land (Or.)	Saxonia	14th June
"	Andalusia	31st July
"	Belgravia	8th Sept.

Havre, Antwerp & Hamburg	Arabis	17th May
M'les, R'dam, H'burg & A'werp	Brisgavia	26th May
M'les, R'bre, B'men & H'burg	Altmark	28th May
R'dam, Hamburg & A'werp	Brasilia	4th June
Havre & Hamburg	Furst Bulow	5th June
R'dam, Hamburg & A'werp	Wuerttemberg	19th June
Marseilles & Hamburg	Sudmark	23rd June
Havre, Emden & H'burg	Segovia	24th July
R'dam, H'burg & A'werp	Goldensfel	13th July
Havre, Bremen & Hamburg	Preussen	16th July

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Ceylon, & Port Said.	Kaga Maru Capt. Tabusa Atsuta Maru Capt. Trizawa	T. 12,500 (WEDNES, 20th May, at 10 a.m.) T. 16,000 (WEDNES, 3rd June, at 10 a.m.)

VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Aki Maru Capt. Noma Sado Maru Capt. Asakawa	T. 12,500 (TUESDAY, 19th May, at 4 p.m.) T. 12,500 (TUESDAY, 2nd June, at 4 p.m.)
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Kumano Maru Capt. K. Soneda	T. 9,300 (WED., 3rd June, at noon)
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CALCUTTA via Singapore and Rangoon	Sanuki Maru Capt. Date	T. 12,000 (SATURDAY, 16th May)
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BOMBAY via Singapore and Colombo	Colombo Maru Capt. Kawashima	T. 5,000 (THURSDAY, 21st May)
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Kobe & Yokohama	Miyazaki Maru Capt. Yamawati	T. 16,000 (WED., 20th May, at 11 a.m.)
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NAGASAKI, Kobe & Yokohama	Tango Maru Capt. T. Sakine	T. 13,500 (TUESDAY, 2nd June, at 5 p.m.)
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Kobe & Yokohama	Kamakura Maru Capt. T. Hori	T. 12,500 (FRIDAY, 15th May)
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Kobe & Yokohama	Kanagawa Maru Capt. Tozawa	T. 12,500 (FRIDAY, 22nd May)
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† Cargo only.

‡ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	Kobe	MOJI	NAGASAKI
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAU	Yingchow	16th May at m'night
SHANGHAI & N'HWANG FOOCHOW	Yingchow	17th May at d'light
MANILA, CEBU & ILOILO	Tean	19th May at 4 p.m.
SHANGHAI	Liangchow	19th May at 4 p.m.
PAKHOT & HAIPHONG	Sungkiang	20th May at 10 a.m.
SHANGHAI	Luchow	21st May at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	23rd May at m'night
WEIHAWEI & TIENSIN	Hulchow	24th May at d'light

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing," and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents

Telephone No. 36

Hongkong 14th May, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kakhiani, is expected to arrive here on or about the 26th day of May 1914.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent.

Hotel Mansions, 3rd Floor,
Tel. No. 1234.

Hongkong, May 9, 1914.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	FRI, 22nd May, 4 p.m.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	MON, 1st June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 14th May, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	JAVA	1st half May	JAPAN	1st half May
Tjiwong	SHAI	1st half May	JAVA	1st half May
Tjipanas	JAVA	1st half May	SHAI	2nd half May
Tjilaoem	JAPAN	2nd half May	JAVA	2nd half May
Tjilahi	JAVA	2nd half May	JAPAN	2nd half May
Tjibodas	JAVA	2nd half May	JAVA	1st half June
Tjilanoek	JAVA	1st half June	SHAI	1st half June
Tjilatjap	JAVA	1st half June	JAPAN	1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, 115

Telephone No. 1574

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement, Tons & Speed	Leave Hongkong.	
Chiyo Maru	22,000 - 21 knots	Tues.,	19th May.
Tenyo Maru	22,000 - 21 knots	Tues.,	16th June.
Nippon Maru*	11,000 - 18 knots	Tues.,	23rd "
Shinyo Maru	22,000 - 21 knots	Tues.,	14th July.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£30. " " £96.10.

" " San Francisco £45. " " £63.

Passengers purchasing Trans-Pacific Return tickets (have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.)

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan, free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	2nd May.	25th May, 10 a.m.
St. Albans	23rd May.	19th June.
Eastern	13th June.	10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Wm. Livingston & Co.

Agents

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Maiching	W. O. Passmore	FRIDAY, 15th May at 11 a.m.
Hailan	A. H. Stewart	TUESDAY, 19th May at 11 a.m.
Haiyang	A. E. Hodgins	FRIDAY, 22nd May at 11 a.m.

FOR SWATOW

Haimun	J. W. Evans	SUNDAY, 17th May at 10 a.m.
Haimun	J. W. Evans	WED., 20th May at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas LaPrall & Co.

General Managers.

(10)

LOG BOOK.

A New Type of Riverboat. There arrived at Shanghai on April 30, the river steamer Wuehang, Captain French, which has been built by Taikoo Dockyard and Engineering Company to the order of the China Navigation Company for service of the Yangtze. The vessel, which has already gained for herself the sobriquet of the "Hybrid" is a combination of the coaster and river boat, the high decks of the latter ending at the bridge which is further aft than the usual riverboat position and the fore-deck being constructed like an ordinary coaster, there being two spacious hatches with a heavy foremast carrying strong derricks and served by winches of the ordinary heavy type found on coast ships.

The vessel is very strongly constructed, with heavy teakwood decks and would doubtless be of as much use in the outside trades as she will be on the river. Her dimensions are: Length (O.A.) 331ft., breadth, moulded 46ft. She is propelled by two sets of triple expansion engines of the builder's make capable of developing 1,800 H. P. steam being supplied by two cylindrical boilers working under forced draught on the heated air, closed aspirit system, the steam used being superheated by Schmidt's system. She made a mean speed on her trials of 12 knots and on the way up the coast, proved herself a handy vessel and a good sea boat.

Accommodation is provided for 16 first-class, 58 second-class and 154 third-class Chinese passengers, there being no accommodation for foreign passengers. The first-class cabins for Chinese are comfortably fitted, being generally of two berths and provided with collapsible washstands, while the fresh water for the passengers' galley is pumped direct from a special tank.

Much care has been expended on making the officers' quarters as comfortable as possible, the Captain having a large cabin and bathroom for his own use while the executive and engineer officers have each their own bedrooms.

Collision Inquiry. The inquiry into the collision between the China Merchants' steamer "Tonan" and the J.P. steamer "Taipei" which occurred near the Garden Band on December 27, was commenced at the Japanese Consular Court on April 26. Evidence was given by the master of the O.S.K. steamer Bojun Maru and the case was adjourned till May 1. At the inquiry the evidence of the Tonan was not taken this being merely a marine court to inquire into the conduct of the master of the Taipei Maru who was found solely to blame for the collision.

An Interesting Rumour. It is rumoured that the Marine Officers' Society of Japan has approached the Japanese Government with a view to requesting it to bring pressure to bear on the Chinese Government to insist on a proportion of Japanese masters and officers being employed in the vessels of the China Merchants and other Chinese steamers which are now officered wholly by foreigners. The steamer Messrs. Ching is now running between Chefoo and Dairen and has all their foreign masters and officers replaced by Japanese and the Society apparently thinks that a similar change would be to the advantage of Japanese officers, if not of China.

Business Dull. The N.Y.K. and other Japanese steamship companies have been doing comparatively dull business on the European, American and Australian lines and complain that business, since the beginning of this year, has not been so dull for several years past. The inactivity still continues both on the outward and homeward voyages, and ships are only half-loaded on most trips. The freight war between the Rickmers and Conference lines is still continued, and freight rates are still on the downward grade, but even at low freight rates cargoes were hardly obtainable. It is reported that not only the N.Y.K. but other steamship companies have been sustaining losses on each voyage.

Oysters, Fresh, Fried or Stewed. Findon, Haddock, Kippers, &c. ALEXANDRA CAFE.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, MAY 14, 1914.

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

IRISH PROBLEM.

RIVAL VIEWS.

[Reuter's Service To The "Telegraph." London, Received May 14.]
The Nationalist Press is angry at the idea of further concessions, while the Ulsterites affirm that a General Election is the only solution.

THE SUNKEN STEAMER.

FOURTEEN MISSING.

London, Received May 14.
The steamer Turret (referred to on page 1) capsized at Southwold. One life was saved and fourteen persons are missing. Another Disaster.
A pilot cutter sank after a collision in Bristol Channel, five pilots being drowned.

HOME CRICKET.

London, Received May 14.
Sussex beat Essex at Brighton by nine wickets.

PHILIPPINE CARNIVAL.

The next Philippine Carnival will be held in Manila from January 30 to February 7, 1915.

This annual "fiesta" is held practically under the shadow of the great walls surrounding the picturesque old city of Manila. As has always been done in the past, the White Carnival City will be built on Wallace Field, a large park in the centre of the city overlooking Manila Bay, and within this "City" will be a magnificent open air ball room capable of holding three thousand dancing couples and six thousand spectators, an auditorium that will hold eight thousand people, a stadium, shows of all kinds, restaurants, and all other forms of amusement that go to make up a first class carnival.

The principal features of the 1915 Carnival will be, nine brilliant international fancy dress balls, three magnificent street carnival parades, and every evening in the auditorium a thrilling open air play in which five hundred people take part. The Association is also bringing out from Coney Island four new acts, the like of which have never been seen in the Far East.

TIGER HUNT IN PARIS.

Sensational "Kill" in the Bois de Boulogne.

An amusing tiger hunt took place in the Bois de Boulogne, says the Paris correspondent of the Times. It was due to the inventive genius of a number of cartoonists and humorist draughtsmen who are now holding an exhibition in Paris. In a basement below the exhibition proper is installed a collection of animals carved out of various substances. It is known by the artists as "the Zoological Garden."

One of the principal denizens of this forest is a tiger. It was discovered that it had escaped. A hunt was thereupon organized, and hunters, fearfully and wonderfully armed and dressed started in pursuit. This strange band, armed to the teeth and costumed in khaki or top-hats and frock-coats, made various calls in the Champs Elysees before arriving at the Bois.

These visits awakened the lively curiosity of Parisians accustomed, though they be, to the eccentricities of their Bohemian entertainers. Arrived in the Bois the lively band beat the underwood in the hope of finding the tiger, which eventually proved to be a panther. The features of this strange zoological specimen resembled those of a well-known black-and-white artist. After this sensational kill the huntmen went joyously forth to lunch.

EUROPEAN SUED.

President of Naval Yard Police Mess as Defendant.

In the Summary Court, this morning, before Mr. Justice Hazeldene, Lo Chiu-fan, trading under the style of the Pan Store, sued S. McKnight, of the Naval Yard, for the sum of \$1,056.71 for goods sold and delivered. The sum of \$56.71 was waived so as to bring the action within Summary Jurisdiction.

Mr. Norrington, of Mr. G. K. Hall Brutton's office, appeared for the plaintiff, and Mr. Crowther Smith appeared for the defendant. Mr. Norrington said he was still handicapped because the late manager had not arrived from Canton but since his Lordship had made an order that the case would be taken to-day, he would put the case forward as best he could without the late manager, but he hoped that if his Lordship found that the case was affected owing to the evidence of the late manager and being unavailable at the moment, he would give him permission to have the evidence taken on oath.

His Lordship:—You can go to Canton in three hours.

Mr. Norrington:—Yes, my Lord, but he is travelling on business between Canton and Shanghai, but he remains in Canton until the end of this week. He is the only person who can speak the two letters which were addressed to the defendant at the commencement of the dealing with the parties. His Lordship:—You must either elect to go on or not.

Mr. Norrington said the claim was for goods supplied, he did not suppose his friend would dispute the value of the goods supplied. He would rely on certain evidence on the liability as to the defendant. He did not think he need do any more beyond prove the amounts due.

His Lordship asked what were the goods supplied?

Mr. Norrington said it was for grocery for the Naval Dockyard Mess.

Mr. Smith said defendant was president of the Naval Yard Police Mess and there was a cook who was steward to the President. So much a month was paid by each member of the mess; the steward provided the provisions.

His Lordship:—The contract is between the cook and the plaintiff, not the defendant?

Mr. Smith:—Yes.

His Lordship:—The contract was not with Mr. McKnight—that is the defence?

Mr. Smith replied that that was so.

The case was proceeding as we went to press.

CRICKET.

Interport Trial Match.

An Interport Trial Match will take place on the Hongkong Cricket Club Ground on Saturday between an Interport XI and the Rest XI. Play is to commence at 2 p.m. The following will take part:—

An Interport XI:—R Hancock, (Captain), R.N. Anderson, R.E.O. Bird, Lt. Bagnall, R.G.A., R.R. Macaskill, Capt. Matthews, R.G.A., T.E. Pears, E.B. Reed, G.R. Sayer, R.A. Stokes, Lt. Pym, R.G.A.

The Rest XI:—D.E. Donnelly, (Captain), Gunner Berry, R.G.A., J.V. Bragg, R. Kennedy, P.S. Leigh-Bennett, G.E. Marley, Lt. Col. Morris, R.E., E.J. de Rome, A.J. Stalker, A.R. Sutherland, H.H. Taylor.

ALLEGED LARCENY OF BLANKETS.

Eleven Chinese were charged this afternoon before Mr. C. D. Melbourne at the Police Court, with being in unlawful possession and with the larceny of a quantity of blankets belonging to Messrs. Jardine, Matheson and Co.

Mr. D. V. Stevenson, of Messrs. Oscon, Looker, Deacon and Harston, prosecuted and Messrs. Dixon, of Messrs. Wilkinson and Grist, and C. F. Mason, of Messrs. D'Almeida and Masor, defended.

The case was proceeding as we went to press.

BILLIARDS.

Volunteers now Lead in the Final.

The final in the Soldiers' Club Billiards Tournament, underwent a change last evening, when, for the first time in the match, the H.K. Volunteers obtained a lead over the Police and Wardens. Mr. Hamilton and Capt. Lammer both secured decisive victories for the Volunteers, the scores to date being as follows:—

Hongkong Volunteers.	
Mr. Bishop	250
Mr. Hutchingson	182
Mr. Bullock	250
Mr. Sutherland	250
Mr. Hamilton	250
Capt. Lammer	250
1432	

Police and Wardens.	
Sgt. McNab Wilson	247
Walter Gibson	250
P. O. Gibbison	250
Mr. Field	231
Sgt. Brown	187
Mr. Franks	193
1338	

NATURAL BROTHERS OR NOT?

Dr. Charles Forsyth went into the box after tiffin and deposited to the report, produced, being in his handwriting. He gave certain questions to the interpreter who in turn presented them to the accused. The latter said he had neither sisters nor brothers. He was surprised at their being but one child. He understood a certain amount of Chinese. He knew sufficient of the language to enable him to understand "no" in answer to a question (laughter). The symptoms were such as might go with acute bronchitis, pneumonia, consumption, or any acute infectious disease.

His Lordship:—Say, bubonic plague?—Yes.

The case was proceeding as we went to press.

Leave Granted.

Station leave is granted to Captain E. D. Matthews and Lieut. H. G. Bagnall, H.K.S.B., R.G.A., from May 28 to June 3.

Garrison School.

The summer school hours will come into force in the Garrison Schools on Monday.

Departures.

The following left per s.s. "Kniechow" on Tuesday for Tientsin, and are struck off the strength of the command accordingly:—R.G.A.—2nd Lieut. R. H. A. Kellie and 32 N.C.O.s and men. R.E.—7 N.C.O.s and men, 2nd Batta. Gloucester Regt.—1 N.C.O., wife and 2 children. The following also proceeded in the same vessel:—Lieut. B. Dyer, Inspector of Army Schools; 1 N.C.O., R.A.M.O.

Assay's Cargo.

The cargo shipped by the s.s. Assaye from Hongkong on the 9th inst. included:—50 bales waste silk for Manchester; 101 bales of waste silk and 550 packages of tea for London; 437 bales of raw silk for Lyons; 280 bales of raw silk for Marseilles.

HONGKONG FOOTBALL ASSOCIATION.

The annual general meeting of the Hongkong Football Association will be held on Wednesday, May 20, at the R. E. Theatre at 6.15 p.m. The hon. secretary's annual report states:—

In presenting this first annual report of the Hongkong branch of the English Football Association I should like at once to say that the formation of the branch appears to have been fully justified by events. The clubs have worked together harmoniously for the good of the game, and there has been an understanding between the leagues and other competitions—both on the field and off—that compares very favourably with the old order of things in the pre-Association days. The aim of the founders of the branch was to weld disjointed and independent units into one strong consolidation of players working wholeheartedly for the playing of our national pastime in a clean, wholesome manner, and that object has been in great part attained. Still, we are but human; the excitement and exigencies of our sport are very trying and occasional lapses will occur, but our Council have shown themselves to be quite able to deal commensurately with any position which may arise, and it must be a source of great satisfaction to all concerned to know that the cases of misdirected energy number less than one in five hundred appearances of players participating in trying games.

Every eligible club is in membership to the Association, and, with a maximum demand of three dollars from anyone, the Hon. Treasurer's Balance Sheet shows a very satisfactory credit balance of well over one hundred dollars as a result of one year's working. The disposal of surplus funds must be a question for the Council, but I do not think much difficulty will be experienced in that direction.

The Association, at very short notice, provided a holiday attraction—Champions v. Rest—and arrangements are already under weigh to ensure that lovers of the games shall be efficiently provided for in future similar occasions. In connection with the above-mentioned match the thanks of the Council are extended to the Committee of the Hongkong Football Club for having generously waived their claim for rental for use of their stand at Happy Valley on Easter Monday, thereby causing the fixture to be a financial success, of the management to the D.C.L.L. Club—especially naming Lieut. E. K. Jenkins and Q.M.S. Elliott—for turning out their full strength, and to the members of the "Rest of the Colony" team for the handsome way in which they responded to the call of the Association (some at only an hour's notice) and for the fine fight they put up against a combination of the calibre of the "Cornwall's".

Sergt. A. A. Wilson, R.A., deserves special commendation for his services in connection with the formation of this Association and also for the extremely able manner in which he has conducted the affairs of the big United Services League. The season's results—both from a playing and financial point of view—must be very gratifying to him. The freely given services of Mr. J. O. Taylor, Hon. Sec. of the Hongkong F.C. and of their Shield competition, of Lieut. C. G. B. Coltart and O.E. R. A. Tyler of the Small Ships' League, and of Opl. F. Morrish of the Royal Engineers, F.O.—merit likewise permanent record in the annals of the Association.

Every effort will be made to benefit by the experience of last season, and some needed reforms are being thought out. Very junior Clubs, both civilian and service, must be better catered for; possibly the status of the Hongkong League, Second Division, being adjusted to agree with up-to-date requirements.

In conclusion, I, as Hon. Secretary and Treasurer, desire to most sincerely thank the officers of the Association for their ever ready help without which the present happy state of affairs could not have existed, the Press for their willingness and anxiety to popularise the Association and its game by their references and reports, and the members of the Council and players for having so thoroughly backed up the Association in its well-intentioned efforts for the good of our grand, old game. I also have pleasure in offering myself for re-election if it should be so wished by the Council.

THE GREAT SUNSPOT.

Last month a small blemish was noticed by telescopic observers on the upper part of the sun's eastern, or left-hand, limb, and soon as a result of the sun's rotation on its axis, the disfigurement had been carried well on to the eastern half of the solar disc. It was then seen that a mighty storm was in progress in the incandescent cloud-like envelope which surrounds the sun, and that an exceptionally big sunspot had come into existence by a huge rent in the photosphere. As these fiery clouds are called, measuring roughly one minute of arc in solar latitude and longitude. As an angular minute on the sun is equivalent to 27,000 miles, the dimensions of the sunspot cannot be less than 700,000,000 square miles. This mighty lake of liquid fire is probably several thousand miles deep, and the fiery waves that agitate its surface are moving several thousands of miles each minute, occasionally attaining heights which would enable a terrestrial wave to break on the surface of the moon!

It is now well established that sunspots are the centres of magnetic fields of a magnitude beyond all human conception, and that electrified particles of matter are ejected earthwards from the disturbed areas at tremendous speeds. Sometimes the earth becomes the target of these solar electrons; at others it luckily dodges them. In the former case our planet is enormously influenced by the abnormal conditions set up in the atmosphere and in the terrestrial magnetic field. But though it is clear that sunspots and our weather are intimately connected, it has not yet been possible to disentangle the sunspot influence from the many terrestrial factors that go to the making of weather.

Nearly always, however, magnetic storms are set up on the earth when big sunspots are in evidence, and though such storms are not apparent to the man in the street, they seriously interfere with the work of those dependent on electrical energy. At such times, for instance, telegraphic communication is practically impossible, the compass needle becomes erratic and unreliable, and the records of terrestrial magnetic phenomena are completely destroyed.

Rarely are the spots denoting these tremendous outbursts of solar energy large enough to be seen without a telescope, but the present eruption is of such magnitude that it is possible to make its acquaintance with the naked eye, protected, of course, by a piece of glass darkened in the flame of a candle. To-day it will be just to the right of the sun's centre, and during the coming week it will travel towards the right-hand limb, where it will disappear about Friday. It is believed to be the forerunner of a sunspot cycle—the sun has its troubled and restful epochs—which has been unaccountably delayed, and which should now progress to its maximum period of activity during the next four or five years, in which case trouble of some kind or other is in store for the earth.

with up-to-date requirements.

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THE CHINESE CHAOS.

Brigandage as a Profession.

Not only in Europe, but in all the Seven Seas, jealous eyes are watching, eager hands are making ready to take advantage of Great Britain's embarrassments. And in no part of the world is this fact more significantly indicated than in China, where the eagles are gathering, greedily expectant. Those who have closely watched the development of the latest "spheres of influence" policies at Peking realise that, if once England's protective influence is destroyed or seriously diminished, nothing can serve to avert it. How often, since the revolution, has the world been assured by the well-meaning enthusiasts who seek to find Utopia by the light of those formulae, that China has definitely embarked upon an era of unexampled felicity by the substitution of representative for autocratic methods of government. Flow often, in articles decorated with the portrait of Sun Yat-sen have we been told that the earnest intelligent patriots of the new dispensation would speedily bring China to the forefront of civilised nations, and abolish all the abuses hitherto inseparable from her social and political systems? Confronted by a delusion so widespread, and so enthusiastic, they have preached to deaf ears who maintained that the Chinese race, in its present stage of social and economic evolution, is utterly incapable of self-government. The restoration of autocratic government by President Yuan Shih-kai points clearly to the re-establishment of the monarchy in one form or another at no distant date. But Yuan is encompassed about by dangers and difficulties far greater than those which confronted the Manchus, and most of the men on whom he relies to help him have proved themselves in the past to be thoroughly incompetent and self-seeking opportunists. The Government's consequent inefficiency is undoubtedly a contributory factor in the truculent indiscipline of the provincial gentry, in the discontented fatalism of the masses and, above all, in the growing menace of White Wolf's reign of terror. It is essential to remember that the fundamental cause of chronic unrest in China is not political, but economic. The Taiping and Mahomedan rebellions of the middle of the nineteenth century revealed to European observers something of the causes which, under Mongols, Ming and Manchus, have gone to make brigandage a business profession in China, recognised and sometimes actually encouraged by the mandarins. Incredible though it may appear, it is true to say, as it was a hundred years ago, that brigandage is not rigorously suppressed in China, because, like famines and floods, it affords military commanders and mandarins with opportunities for "enriching themselves and waxing fat at the expense of the distressed districts"; that is to say, at a fearful price of misery endured by the common people. There is power enough at the disposal of Yuan Shih-kai and his generals in the field to have wiped out White Wolf and his bands long ago. If that power has not been used, it is chiefly because of the deep-rooted corruption of the official class, with all its consequences of demoralisation in the public service. Many of White Wolf's bandits are ex-soldiers who have preferred the profession of freebooters to the "squeezed" pay of Government troops. The forces whose duty it is to restore law and order are notoriously more concerned with the matter of pay and opportunities for plunder than with that duty. As it was in the first days of the revolution, so it is now; the assault and defence of walled cities are matters of ransom money for commanders

and loot for the troops. That this should be a scarcely matter for surprise, when we find the Chinese Press openly accusing Yuan Shih-kai's brother-in-law, Chang Tui-ch'ang, of being privily in league with White Wolf and sharing with him the plunder of rained cities. Similarly, we see the Minister of War, Tuan Chih-jui, Yuan's protégé, returning to Peking after two months of masterly inactivity at the front, to demand the immediate raising of new loans to meet the expenses of his "campaign."

A remarkable feature of the present situation, which was observed also during the Taiping rebellion, lies in the tacit understanding between the bandits and the Government forces that foreigners, and even native Christians, are not to be molested. Another significant feature which the conscience of Christian nations would do well to consider lies in the fact that the presence of the foreign garrisons in and near Peking tends to reassure the fatalist acceptance of the widespread misery of the people and to make them regard White Wolf as a Heaven-sent visitation. What ever happens, they know that Peking is safe; they may continue, therefore to negotiate new loans, to discuss currency reform and those projects of "reorganisation" which hold out prospects of "administrative expenses." In other words, the presence of foreign troops in North China and the expectation that foreign money may still be available for the maintenance of Yuan Chih-jui and his men are factors which undoubtedly tend to prolong the pitiful sufferings of the central provinces.

In the old days of China's isolation these ever-recurring crises of bloodshed and pillage usually came to an end, after decimating vast regions, by a simple process of exhaustion, because the country was reduced to a condition in which the profession of brigandage ceased to be profitable. But this elementary process of readjustment is no longer possible. Because of the financial liabilities which China has incurred abroad, the wasting of her resources, and the dislocation of her trade are no longer purely domestic affairs. Sooner or later they must involve international obligations, which, in their turn, mean the forcible intervention of the Powers concerned in the administration of the country. The rulers of China are well aware that intervention would already have taken place (it was imminent after the sacking of Nanking) were it not for the conflicting interests and mutual jealousies of the Powers. But intervention is now only a matter of brief time.—The Observer.

A Curious Error.

A curious instance of error in charts was brought to light on April 5 when application was made to the House of Lords, by the Attorney-General on behalf of the Admiralty for the admission of certain fresh evidence in the consolidated appeals in regard to the collision between the cruiser Hawke and the White Star liner Olympic, which occurred on September 30, 1911. Sir John Simon stated that at the close of last year, in preparing the case for the Crown, it was discovered that the positions of the "Hawke" in the Admiralty charts which had been used in the original trial. A crucial question was, what was the distance of the ships from the line of buoy.

FAR EASTERN NAVAL SQUADRONS

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Cruising
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. H. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	560	—	7,550	Lt.-Com. H. T. England	Hongkong
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Peking
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo boat destroyer	610	4	1,200	Lt.-Com. G. A. Mullock	Hongkong
Kineba	River gunboat	—	—	—	Lt.-Com. H. Marryatt	Yangtze
Konnet	Torpedo boat destroyer	—	—	—	Lt.-Com. Buddam Whetham	Hongkong
Merlin	Surveying ship	1,040	—	—	Lt.-Com. C. J. J. Gibson	Labuan
Minotaur	1st class cruiser	14,000	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Moorboon	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Weihaiwei
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Com. M. Murray	Yangtze
Ribble	Torpedo boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutkin	West River
Saipa	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	350	4	800	Gunner W. H. Ryder	Hongkong
Tal	River gunboat	180	2	800	Lt.-C. Hon. Guy Stopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-C. H. B. N. Cotrell	Dorchester
Triumph	—	11,915	—	12,500	Capt. P. Streetfield	Hongkong
Lamar	Receiving Ship	—	—	—	Comdr. Anstuther	Hongkong
Uak	Torpedo boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Virago	Torpedo boat destroyer	355	6	8,300	Lt.-Com. H. D. Adair	Weihaiwei
Welland	Torpedo boat destroyer	500	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo boat destroyer	390	6	5,900	Lt.-Com. R. Neville	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Dorrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 36	—	—	—	—	Lt.-Com. Pope	Hongkong
C. 37	—	—	—	—	Lt.-Com. McGillivie	Hongkong
C. 38	—	—	—	—	Lt.-Com. J. Gaimos	Hongkong
T.B. 035	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036	—	—	—	—	Lt.-Com. T. Burton	Hongkong
T.B. 037	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.O.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kléber	Armoured cruiser	9,700	12	19,600	Capt. Gourts	Hongkong
Leedee	Gunboat	845	10	1,000	Lieut. Vaudier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dorset	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jerville	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongka
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy D'otemps	Tehong-kin
* Flagship of Rear-Admiral Colloche de Korillis, Commander-in-Chief, the French China Station.						
Lynx	Submarine	—	—	—	Lieut. Bolux	Saigon
Protes	Submarine	—	—	—	Lieut. Bolux	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurille	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Monsieur	Destroyer	307	6	300	Comdr. de Marquessac	Saigon
Manche	Surveying ship	1,625	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Boucaut, Commanding the local defence Indo-China.						
German.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Heinrich	Armoured cruiser	11,500	36	20,000	Capt. v. Muller	Tsingtau
Illie	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Loring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Mann	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nuremberg	Cruiser	3,400	22	13,200	Capt. v. Schotberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firlie	Yangtze
Scharnhorst	Flagship	11,800	36	20,000	Capt. F. Scholtz	Tsingtau
S. 90	Torpedo boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo boat	280	4	6,000	Obt. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	1,300	Obt. z. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martinez	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correia	Mao

UNITED STATES VESSELS.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	"
A-6	—	—	—	—	Ensign H. L. Rahel Daffar	"
A-7	—	—	—	—	Ensign R. L. Wood	"
Albatross	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo boat des.	420	7	8,000	Lieut. C. S. Keller	Cavite
Callao	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Chauncey	Torpedo boat destroyer	420	7	8,000	Lt. J. C. Gannings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo boat destroyer	420	7	8,000	Lt. E. Durr	Cavite
Elcano	Gunboat	620	4	800	Lt. Com. V. S. Gannon	Shanghai
Hele	Gunboat	1,392	8	1,988	Com. G. R. Maxwell	Shanghai
Mohican	Station ship	1,800	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,990	8	3,000	Lt. V. R. Lowe	Cavite
Monterey	Monitor	4,084	4	6,277	Lt. V. R. Lowe	Cavite
Pampano	Gunboat	243	8	250	Ensign P. J. Peyton	Cavite
Piscataway	Sea going tug	854	2	1,000	—	—
Pompey	Repair ship	3,085	—	—	—	—
Samar	River boat	—	—	—	—	—
Wilkes	Cruiser	—	—	—	Lt.-Com. W. W. Colbe	Canton
Saratoga	Flagship	—	—	—	Com. R. Babine	Hongkong
Polveston	Cruiser	—	—	—	J. H. Dayton	Shanghai
Union	Cruiser	—	—	—	Com. R. H. Leigh	Shanghai
—	—	—	—	—	Lt. G. W. Hains	"

Hongkong May 11, 1914.

BUTCHER MEAT.

Meat	Price
Peef Sirloin & Prime Cut, — Mei Lung Pa	lb. 19
" Corned, — Ham, — gau Yuk	lb. 18
" Roast, — Shiu	lb. 10
" Breast, — Nagu Lam	lb. 14
" Soup, — Tong Yuk	lb. 15
" Steak, — Ngau Yuk Pa	lb. 19
" do. — Sirloin Coton, — Ngau Lau	lb. 30
" Sausages, — Ngau Chong	lb. 20
Bullock's Brains, — Know	per set 10
" Tongue fresh, — Ngau Li	each 60
" corned, — Ham, — Ngau Li	each 60
" Head, — Ngau Tan	lb. 80
" Heart, — Ngau Sum	lb. 14
" Lump, Salt, — Ngau Kin	lb. 10
" Feet, — Ngau Kaski	lb. 18
" Kidneys, — Ngau Y	lb. 10
" Tail, — Ngau Mei	lb. 18
" Liver, — Ngau Kon	lb. 14
" Tripe (undressed), — Ngau To	set 8
Calves' Head & Feet, — Ngau Chai, — kark	lb. 11
Mutton Chop, — Yeung Pei Kwat	lb. 25
" Leg, — Yeung Pei	lb. 25
" Shoulder, — Yeung Shau	lb. 25
Pigs Chidlings, — Chu Chong	per set 24
" Brains, — Chu Know	per set 24
" Feet, — Chu Kark	lb. 2
" Fry, — Chu Chak	lb. 12
" Head, — Chu Tan	each 18
" Heart, — Chu Sum	each 18
" Kidneys, — Chu Yui	pair 18
" Liver, — Chu Con	lb. 8
" Pork, Chop, — Chu Lai Kwat	lb. 24
" Corned, — Ham, — Chu Yuk	lb. 23
" Leg, — Chu Pe	lb. 27
" Fat or Lard, — Chu Yui	lb. 24
Sheep Head and Feet, — Yeung Pei Kark	set 70
" Heart, — Yeung Sum	each 7
" Kidneys, — Yeung Yui	lb. 10
" Liver, — Yeung Con	lb. 25
Sucking Pigs, To Order, — Chu Chai	lb. 22
Suet, Beef, — Sang Ngau Yau	lb. 18
" Mutton, — Sang Yeung Yau	lb. 24
" Veal, — Ngau Chai Yuk	lb. 20
" Sausages, — Ngau Chai Chong	lb. 20

POULTRY.

Poultry	Price
Chicken, — Kai Chai	lb. 30
Capons, Large, Small, — Sin Kai	lb. 30
Ducks, — Ap	each 24
Doves, — Pan Kau	each 18
Eggs, Hen, — Kai Tan	per doz. 20
Fowls, Canton, — Kai	lb. 34
" Hainan, — Hoi Nam Kai	lb. 30
" Goose, — Ngai	lb. 24
" Pigeon, Wild, — Shang-ho Yen Ngai	each 24
" Muskrat, — Wong Keng	each 24
" Hare, Shanghai, — Tu Chai	each 24
" Partridge, — Che Khoo	each 24
" Pheasant, — Shan Kai	pair 24
" Pigeons, Canton, — Pak K'up	each 30
" Hoihow, — Hoi How Pak K'up	each 30
" Quail, — Um Chun	each 24
" Rice Birds, — Wo Fa Cheu	dozen 24
" Snipe, — Su Choy	each 20
" Turkey, — Chai Kai Kung	lb. 55
" Wild Ducks, — Shai, — Shang hoi Sui Ap	lb. 44
" Duck, Canton, — Sang Shing Sui Ap	lb. 44

FISH.

Fish	Price
Barbel, — Ka Yu	lb. 11
Bream, — Bin Yu	lb. 16
Canton Fresh Water Fish, — Hoi Sin Yu	lb. 14
Carp, — Li Yu	lb. 22
Catfish, — Chik Yu	lb. 15
Codfish, — Mun Yu	lb. 18
Crayfish, — Hai	lb. 20
Outle Fish, — Mak Yu	lb. 12
Dab, — Sa Mang Yu	lb. 11
Dace, — Wong Mei Lun	lb. 8
Dog Fish, — Tin Tsai	lb. 7
Eels, Conger, — Hoi Man	lb. 18
" Freshwater, — Tam Sin Yu	lb. 16
Eels, Yellow, — Wong Sin	lb. 30
Frogs, — Hien Kai	lb. 30
Gardoon, — Pak K'up	lb. 45
Gudgeon, — Pak K'up Yu	lb. 15
Herring, — Tao Pak	lb. 24
Halibut, — Cheung Kwan K'up	lb. 24
Labrus, — Wong Fa Yu	lb. 17
Loach, — Wu Yu	lb. 24
Lobster, — Lung Ha	lb. 20
Monkfish, — Chi Yu	lb. 28
Monkey Fish, — Mong Yu	lb. 28
Mullet, — Chai Yu	lb. 2
Oysters, — Sang Hoo	lb. 25
Parrotfish, — Kai Kung Yu	lb. 15
" or, — Tau Loo	lb. 15
Pike, — Fa Paw Poong	lb. 8
Plaice, — Pan Yu	lb. 16
Pomfret, Black, — Hoi Chong	lb. 22
Pomfret, White, — Pak Chong	lb. 22
Prawns, — Ming Ha	lb. 30
Ray, — Tai Pa Sa	lb. 7
Rock Fish, — Kai Kung Yu	lb. 12
Sardine, — Tai Yu	lb. 15

SEAFOOD.

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INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI	Taksang	Fri., 15th May at 4 p.m.
MANILA	Yuensang	Sat., 16th May at 2 p.m.
SHANGHAI & Tsingtau	Loksang	Sun., 17th May at 4 p.m.
TIENSIN via W'wei	Chipsang	Tues., 19th May at 4 p.m.
SHANGHAI	Wosang	Wed., 20th May at 4 p.m.
SHANGHAI, Kobe & Moji	Namsang	Sat., 23rd May at 4 p.m.
MANILA	Loongsang	Sat., 23rd May at 2 p.m.
S'PORE, P'ang & Cebu	Laisang	Sat., 23rd May at 2 p.m.
Kobe & Moji	Yatsang	Wed., 27th May at 4 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsang" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Wei-hai-wei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton, and Labuan.

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LONDON, ROTTERDAM & ANTWERP	Cardiganshire	16th May.
LONDON & ANTWERP	Denbighshire	16th June.
LONDON & ANTWERP	Radnorshire	26th June.

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VICTORIA, V'VER, S'TLE	Carnarvonshire	28th May.
TACOMA & P'LAND		
VICTORIA, V'VER, S'TLE	Monmouthshire	29th June.
TACOMA & P'LAND		

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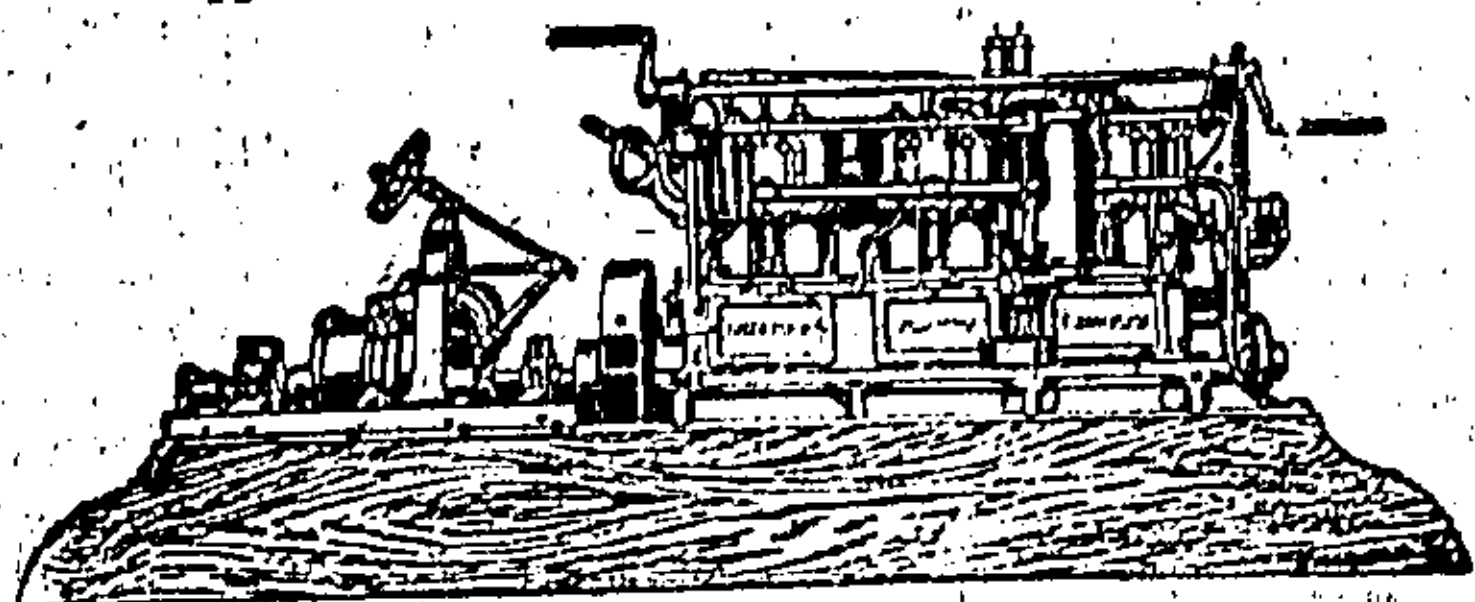
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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	Per Freight Apply To	To be Despatched.
Havre, Emden & Hamburg	Uckermark	H. A. L.	15, May
Trieste via Singapore, Penang, Colombo, etc.	Bohemia	S. W. Co.	15, May
Marseilles, Awerp, Rotterdam, Hamburg & Bremen	Sigmaringen	M. & Co.	16, May
London, Rotterdam & Antwerp	Card'shire	J. M. Co.	18, May
Marseilles via Ports	Dumbos	M. M.	19, May
Havre, D'kirk, & Hamburg	Schwartzburg	H. A. L.	19, May
Marseilles via S'gon, S'pore, C'bo, Port Said	Cordillero	M. M. Co.	19, May
M'le, L'don Awerp via S'pore etc.	Kaga M.	N. Y. K.	20, May
R'dam, Hamburg & Antwerp	Brigavina	H. A. L.	22, May
London, via Usual Ports of Call	India	P. & O.	23, May
London, Hull and Antwerp	Gloesna	S. T. Co.	19, May
Havre, Bremen and Hamburg	Altmark	H. A. L.	1, June
Rotterdam, & Hamburg	Brasilis	H. A. L.	6, June
Havre, & Hamburg	Furst Bulow	H. A. L.	6, June
Marseilles & Hamburg &c.	Suedmark	H. A. L.	23, June
M'les, R'dam, H'burg & Bremen	Hololand	M. Co.	MoJ June
Marseilles, Rotterdam etc.	Altair	M. Co.	B. July
Havre, Emden & Hamburg &c.	Preussen	H. A. L.	16, July

NEW YORK, SAN FRANCISCO AND CANADA.

Seattle via Nagasaki etc.	Minnesota	N. Y. K.	15, May
Boston and New York	Chalister	D. & Co.	16, May
San Francisco via S'hai & Japan &c.	Siberia	P. M. Co.	16, May
San F'co via Manila & Japan &c.	Chiyu M.	T. K. K.	19, May
Victoria, B.C. via Shanghai &c.	Aki M.	N. Y. K.	19, May
Boston & New York	Kioto	B. L.	25, May
San F'co via Manila & Japan &c.	China	C. P. R.	27, May
Victoria, B.C. & T'mania via S'hai &c.	Panama M.	O. S. K.	27, May
Victoria, V'wei, S'le & P'land	C'shire	J. M. Co.	28, May
Vancouver, &c.	E. of India	C. P. R.	28, May
Victoria, V'wei, S'tle, T. & P.	Car'shire	J. M. Co.	28, May
Vancouver via S'hai, Japan etc.,	Monteagle	C. P. R.	1, July

AUSTRALIA.

Australian Ports via Manila	P. Waldemar	M. & Co.	16, May
Aust. allin	Empire	G. L. Co.	29, May
Australian Ports via Manila	Kumano M.	N. Y. K.	3, June
Australia	St. Albans	G. L. Co.	19, June
	Eastern	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN

Shanghai, Moji, Kobe & Y'hama	Nellore	P. & O.	15, May
Swatow, Amoy & Foochow	Hainan	D. L. Co.	15, May
Kobe and Yokkaichi	Kamakura	N. Y. K.	15, May
Y'hama, Kobe and Moji	Japan	D. S. Co.	16, May
Manila	Yuenfeng	J. M. Co.	16, May
Bombay via S'pore etc.	Annam M.	O. S. K.	16, May
S'pore, P'ang, R'gon & C'ntia	Sanuki M.	N. Y. K.	16, May
Shanghai and Tsingtau	Yingchow	B. & S.	16, May
Bombay via S'pore, Port S'ham, Penang & Colombo	Indo M.	O. S. K.	16, May
Shanghai, Kobe and Yokohama	Polynesien	M. M. Co.	17, May
Tamsui via Swatow, and Amoy	Daiji Maru	O. S. K.	17, May
Shanghai, Chefoo & Newchwang	Foochow	B. & S.	17, May
Swatow, Amoy and Foochow	Haitan	D. L. Co.	19, May
Manila, Cebu and Iloilo	Fea	B. & S.	19, May
Foochow via Swatow & Amoy	Kaijo M.	J. S. K.	20, May
Kobe and Yokohama	Miyasakim.	N. Y. K.	20, May
Shanghai	Wosang	J. M. Co.	20, May
Shanghai, Kobe and Yokohama	Emden	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Jambia	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Borkym	M. Co.	21, May
Shanghai	Devanba	P. & O.	21, May
Bombay via Singapore Colombo	Jolombo M.	N. Y. K.	21, May
Manila, Mangarin, Cebu & Iloilo	Zafiro	J. T. & Co.	22, May
Kobe and Yokohama	Kanagawa M.	N. Y. K.	22, May
Singapore, Penang and Calcutta	Laisang	J. M. Co.	23, May
Singapore, Batavia, Cheribon, etc.	Hokuto M.	D. & Co.	25, May
Kobe	Coblentz	M. Co.	26, May
Kobe and Moji	Yatsang	J. M. Co.	27, May
Fromantle	Suisang	J. M. Co.	28, May
Shanghai, Kobe and Yokohama	Frisia	H. A. L.	29, May
Shanghai, Kobe and Yokohama	E. F. F'and	S. W. Co.	30, May
Shanghai, Kobe and Yokohama	Navara	P. & O.	End May
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	2, June
Bombay via Singapore &c	Luzon M.	O. S. K.	5, June
Shanghai	Africa	S. W. Co.	5, June
Moji, Kobe and Yokohama	Banri M.	D. & Co.	10, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	13, June
Batavia, Cheribon, Samarang, &c	Tjibo as	J.C.J. L.	Q. desp.
Shanghai	Tjilatjap	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c	Tjipanas	J.C.J. L.	Q. desp.
Shanghai	Tjimahi	J.C.J. L.	Q. desp.
	Tjilwong	J.C.J. L.	Q. desp.

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MOVEMENTS OF
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DEPART TO-MORROW.

For.	Vessels.
Swatow	Hs'ching
India	Chosen Maru
Ceylon	Torilla
India	Bohemia
	Indo Maru

VESSELS ADVISED TO
ARRIVE TO-MORROW.

From.	Vessel.
Shanghai	Liangchow

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 3rd May, between 6 & 8 p.m.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on the 9th May between 2 & 4 p.m.

The C. P. R. s.s. EMPRESS OF INDIA was 865 miles from Yokohama on the 12th inst. at 2 a.m. and is due to arrive at Yokohama on the 14th inst. at noon. She will leave Yokohama on the 14th inst. at 5 p.m.

AMERICAN MAIL.

The P. M. s.s. CHINA sailed from Yokohama for Hongkong on the 8th inst. at noon, via Manila. The United States mail has been transferred to the Nippon Yusen Kaisha's s.s. SANUKI MARU scheduled to arrive at Hongkong on the 14th inst.

AUSTRALIAN MAIL.

The E. & A. s.s. ST. ALBANS left Sydney for this Port (via Queensland Ports, Port Darwin, Timor and Manila, on the 29th Apr. and may be expected to arrive here on or about 23rd May.

The I. G. M. s.s. COBLENZ left Sydney on the 2nd inst. at 2 p.m. and may be expected here on or about the 24th inst.

The E. & A. s.s. ST. ALBANS from Sydney etc. left Port Darwin for this Port via Timor and Manila on the 11th inst. and may be expected to arrive here on or about the 23rd inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. AKI MARU (American Line) left Yokohama for this Port on the 14th inst.

The N.Y.K. s.s. SADO MARU (American Line) left Seattle for this Port on the 21st Apr. and is expected here on the 24th inst.

The N. Y. K. s.s. KITANO MARU (European Line) left London for this Port via ports on the 25th Apr. and is expected here on the 3rd June.

The I. C. S. N. s.s. NAMSANG from Calcutta is due at Hongkong on the 21st May.

The I. C. S. N. s.s. YATSHING from Calcutta is due at Hongkong on the 25th May.

The I. C. S. N. s.s. SUISANG from Moji is due at Hongkong on the 14th inst.

The I. C. S. N. s.s. CHUNGANG from Bangkok is due at Hongkong on the 16th inst.

The S. L. s.s. CARDIGANSHIRE from Shanghai for Hongkong via Nanking is due at Hongkong on the 14th inst.

The S. L. s.s. CARNARVONSHIRE from London is due at Hongkong on the 25th inst.

The s.s. DUNERA sailed from Calcutta on the 1st May, and may be expected here on or about the 17th inst.

The A. O. Line s.s. CHANGSHA left Singapore on the 5th inst. for Hongkong (via Queensland ports, Darwin, Zamboanga and Manila) and may be expected to arrive here on or about 23rd May.

The s.s. DILWARA from Kobe may be expected here on or about the 14th inst. at noon.

The s.s. NELLORE left Singapore for this Port on the 10th inst. at 2 p.m. and is due here on the 16th inst. at about 6 p.m.

The H. A. L. s.s. ANABIA left Tsingtau on the 12th inst. a.m. and may be expected here on or about the 16th inst.

The N.D.L. Freight s.s. BORKUM left Singapore on the 12th inst. and may be expected here on or about the 16th inst. at 7 a.m.

VESSELS IN PORT.

Steamers.

Fulohing, Chinese s.s. A. B. Baines, 3rd inst. — Shanghai, Gen. — C. M. B. N. & Co.	
Kumsang, Br. s.s. 2017, Wheeler, 4th inst. — Moji, 29th ult. Coal — J. M. and Co.	
Nikko Maru, Jap. s.s. 3,446, R. Takeda, 4th inst. — Nagasaki, Gen. — N. Y. K.	
Promelaus, Norw. s.s. 1,042, Jensen, 4th inst. — Bangkok, 27th ult. Rice — Chinese.	
Daijin Maru, Jap. s.s. 899, K. Murakami, 6th inst. — Swatow, 5th inst. Gen. — A. S. K.	
Fausang, Br. s.s. 1,410, Malkin, 6th inst. — Saigon, Gen. & Rice — Chinese.	
Heinrich, Chinese, 1,007, D. D. Rosa, 6th inst. — Chefoo, 1st inst. Gen. — O. S. N. & Co.	
Hitachi Maru, Jap. s.s. 4,114, T. Lafon, 6th inst. — Singapore, Gen. — N. Y. K.	
Siberia, Am. s.s. 3,835, A. Zander, 6th inst. — San Francisco, 7th ult. Gen. — P. M. & Co.	
Tacoma Maru, Jap. 3,831, T. Hamada, 7th inst. — Manila, 4th inst. Gen. — O. S. K.	
Hanol, Fr. s.s. 339, Ch. Le Chevalier, 7th inst. — Haiphong, 5th inst. Gen. — A. R. Marty.	
Kamor, Norw. s.s. 942, Jalek Muns, 7th inst. — Kwangyen, 4th inst. Gen. — J. C. J. L.	
Lyeemoga, German, 1,233, Z. Absharon, 8th inst. — Saigon, 4th inst. Rice — Chinese.	
Koju Maru, Jap. s.s. 2,836, O. A. Cowin, 9th inst. — Milke, 3rd inst. Coal — M. B. K.	
Phyza, Br. s.s. 2,139, Patrick, 8th inst. — Pulo Sambo, 2nd inst. Case oil — A. P. & Co.	
Tykinol, Dut. 4,737, W. H. Lap, 9th inst. — Macassar, 1st inst. Gen. — J. C. J. L.	
Aki Maru, Jap. s.s. 4,002, J. Noma, 10th inst. — Shanghai, 7th inst. Gen. — N. Y. K.	
Asahi, Br. s.s. 1,350, J. B. Harris, 10th inst. — Shanghai, 7th inst. Gen. — B. & S.	
Bellerophon, Br. s.s. 5,744, J. A. Bebb, 9th inst. — Seattle, Gen. — B. & S.	
Chiyo Maru, Jap. s.s. 7,350, Wm. W. Greene, 9th inst. — San Francisco, 11th ult. Gen. — T. K. K.	
Hakata Maru, Jap. s.s. 3,870, H. Nomura, 1st inst. — Calcutta, Gen. — N. Y. K.	
Lookann, Ger. s.s. 1,310, Gorkle, 10th inst. — Haiphong, 9th inst. Rice — B. and S.	
Rajah, Ger. s.s. 1,270, C. Rosinsky, 11th inst. — Sandakan, 5th inst. Simber — D. & S.	
Takwang, Br. s.s. 977, W. McClure, 10th inst. — Swatow, 9th inst. Gen. — J. M. & Co.	
Tjilwong, Dut. s.s. 3,016, J. P. Schallon, 10th inst. — Shanghai, Beas & Gen. — J. C. J. L.	
Torilla, Br. s.s. 3,189, C. J. Swanson, 10th inst. — Japan, 6th inst. Gen. — D. S. & Co.	
Varg, Norw. s.s. 873, Y. Jensen, 10th inst. — Bangkok, 2nd inst. Rice — Chinese.	
Chihli, Br. s.s. 1,228, R. W. Lloyd, 13th inst. — Saigon, 7th inst. Rice — B. & S.	
Chosen Maru, Br. s.s. 1,339, Jomagi, 11th inst. — Japan, 6th inst. Coal — O. S. K.	
Pocchow, Br. s.s. 1,228, Y. R. Omen, 11th inst. — Saigon, 8th inst. Rice — B. & S.	

WING KEE & CO.

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SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 3rd October, 1913.

GUARD AGAINST PLAQUE

BY USING C.N.

CHINA COMMERCIAL CO., 5 Duddell St.

TIDE TABLE.

11th Apr. to 17th May, 1914.

Day of Week	Spring Tides	High Water	Low Water	Mean Tide	Height	Day of Week	Neap Tides	High Water	Low Water	Mean Tide	Height
Mon.	11	m	6	10	4.0	m	7	35	4.8		
Tues.	12	m	6	10	4.0	m	7	35	4.8		
Wed.	13	m	5	11	4.1	m	8	34	4.7		
Thurs.	14	m	6	10	4.0	m	9	33	4.6		
Fri.	15	m	7	9	3.7	m	10	32	4.5		
Sat.	16	m	7	9	3.7	m	11	31	4.4		
Sun.	17	m	8	8	3.4	m	12	30	4.3		

TAIPING RUBBER
ESTATES, LD.

The First Annual Meeting.

The first annual general meeting of shareholders in the Taiping Rubber Estates, Ltd. (1913), was held on the 8th inst. at the Palace Hotel, Shanghai. Mr. Brodie A. Clarke, president, supported by Messrs A. M. Marshall, J. Frost and E. S. Kadoorie, the attendance representing 46,716 shares.

The Chairman said:—Gentlemen, the report and accounts have been in your hands for some time and I have no doubt you have carefully perused them together with the Manager's report, and I will, therefore, with your permission, take them as read. Before, however, asking you to pass them I will read the auditors' certificate, as is necessary according to the new Ordinance.

When this had been done, the Chairman continued:—

The accounts are drawn up in such detail that there is very little for me to say regarding them. Under the heading of Shanghai and Straits expenses, the agents and directors have decided to reduce their fees which will effect a saving of about £15,000 per annum or £15,000 for a period of 15 months. You will notice the balance carried to profit and loss account from the working account amounts to £22,602 15 to which must be added the sum of £15,000 carried forward from the previous year, and deducting reconstruction expenses and interest, leaves a balance at profit and loss account of £15,270 16 44 which your directors recommend should be dealt with as follows:—

Development account £15,000 00
To carry forward 12,016 44

£15,270 16 44

Acresage.—The Estate may be said to be entirely planted, that is to say 515 acres, the balance up to 527 acres being made up with bungalows, low lands and swamps unsuitable for planting.

Output.—The output of dry rubber for the period of 15 months was 56,021 lb. the first 12 months of which was 41,098 against the manager's estimate of 30,000 lb., which may be considered satisfactory. The manager's estimate for the current year is put down as 80,000 lb., an amount which we think we will have no difficulty in obtaining. All the rubber was sold by public auction at Singapore and the all-in cost to the time of sale and including Shanghai expenses is shown to be £27 10 per lb. at ex. 2 1/2—1 5/8 per lb. which I feel sure you will consider satisfactory.

It may interest you to know that our tapping expenses for the two months of the current year amount to 120 per lb. and the all-in cost to Singapore including a proportion of the Shanghai expenses, is shown at 6 1/2 per lb. at ex. 2 1/2—1 5/8 per lb., which I think is a step in the right direction.

I think, gentlemen, this is all I have to say at present and if any shareholders have any questions to ask I shall be glad to reply to them to the best of my ability.

The Chairman added: The output for the first three months of the present year is 13,300 lb., and as the months go along we hope the production will steadily increase, as during these three months there was the short month of February, certain holidays, and the wintering of the trees.

The following resolutions were passed without discussion: Proposed by the Chairman, seconded by Mr. Marshall. That the report and statement of the company's accounts for the year ended December 31, 1913, be presented to the meeting be approved and passed.

Proposed by Mr. Kadoorie, seconded by Mr. Frost: That Mr. Brodie A. Clarke be re-elected a director of the company for the ensuing year.

Proposed by Mr. Kadoorie, seconded by Mr. Frost: That Messrs G. H. and N. Thompson be re-elected auditors of the company for the ensuing year at a remuneration of £1,200 per annum.

The meeting then terminated.

THE COST OF RACING.

I was edified the other day, says a writer in *Truth*, by reading some pompous platitudes in a leading daily paper about the advantages of racehorses being owned by rich men, and a list of representative owners of this description was given. It was funny to find Lord Derby left out, considering that he is by far the most important "aristocratic" owner on the Turf, as he not only keeps a very large stud, but his horses are run at all kinds of meetings, and in every class of race, his entries being most lavish. It was even more remarkable to find no reference to Mr. L. de Rothschild. He also has a large stud, which is generously managed in all respects, and the Rothschild colours were prominent on the Turf before most of the present owners were born, and the yellow and blue have always been very popular. If the object of racing is to "maintain the character of the English thoroughbred as the best species of the world," such high flown twaddle is a mere Utopian dream, worthy only of Lord Beaconsfield's Lothair, for such fantastical fancies are now mentioned only to be laughed at. The less said the better about the class of the racehorses of the last few years, for everyone knows very well that there has been an immense degeneration, and never at any time was there a poorer lot of horses running than those which were seen out last season. There are constantly ridiculous references in the press to the "gains in stakes" of owners, but any one with a particle of practical knowledge of the subject knows very well that even when many thousands have been won on paper there is a heavy deficit after a genuine balance has been struck. Forfeits run into many thousands of pounds when an owner's horses are heavily engaged, and simulators who indulge in florid discourses on the winnings of owners (based on the nonsensical lists which are published every winter) have no idea of the cost of training and racing expenses, quite apart from the sums sunk in purchasing or breeding (or both) the animals.

It is quite exasperating to read so often misleading drivel about the enormous sums of money "given" to races and "won" by the fortunate owners. It surely ought to be known that nearly the whole of the money thus given comes really out of the pockets of the owners. Last year every penny of the Two Thousand of £6,000, and of the One Thousand of £3,400 was subscribed by the owners. The Derby of £5,500 cost only £325 to the Epsom fund, which provided the splendid sum of £25 for the Oaks of £5,000. The Eclipse Stakes of £10,000 was all provided by the complacent subscribers, and there was a surplus of £281. The Sandown Park Meeting was also fortunate with the National Breeders' Produce Stakes of £5,000, which cost the fund only £220. At Doncaster the St. Leger of £6,500 cost the fund £705, the owners providing the remainder. At the Newmarket First October Meeting the Jockey Club Stakes of £10,000 was run at a cost to the Jockey Club of £287. The owners were "given" £20,000 in two races, but their own contributions to these events (the Eclipse Stakes and the Jockey Club Stakes) amounted to £19,900! At Ascot every penny goes to the owners, both the sweepstakes and the added money, every race being paid out without any deduction whatever.

SILIMPOPON COAL.

BUNKERS

can be supplied at cheap rates

SANDAKAN & SEBATTIK

(British North Borneo),

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. R. R. N.

POST OFFICE.

The attention of the Public is called to the alterations in the time of clearance of the following Pillar Boxes:—

Times of clearance.
No. 13 at junction of Caine Rd., 9.35 a.m. and 1.35 p.m.
and Old Bailey, 11.35 a.m. and 3.35 p.m.
No. 20 at junction of Ladder St., 9.25 a.m. and 1.25 p.m.
and Caine Rd., 11.25 a.m. and 3.25 p.m.

The Llangochow, with the mails from London (via Siberia) of Friday 14th and Saturday 25th ult. is due to arrive here tomorrow.

MAILS VIA SIBERIA.

Left London April 25 Due Shanghai May 11.

MAILS DUE.

Siberian, Llangochow, 15th inst.

MAILS CLOSE TO-DAY

American & Canadian Mails: Tientsin, Japan, via Kobe, Victoria, Vancouver, Seattle, Portland, Portland — SAMBIA, 14th inst. 5 p.m.

Siberian Mail: Shanghai, North China, Japan via Nagasaki (Europe via Siberia) — P. LUDWIG, 14th inst. 5 p.m.
[To make connection with the Dalny steamer leaving Shanghai Monday the 18th May, at 7 a.m.]

TO-MORROW.

Hulhow — TRIUMPH, 15th May 8 a.m.
Swatow, Amoy and Foochow — Per HAI-CHING, 15th May 10 a.m.
Saigon — Per CHOSEN M., 15th inst. 11 a.m.
Straits & India via Calcutta — Per TOR-ILKA, 15th May, noon.
Straits & Ceylon — Per BOHEMIA, 15th inst. 3 p.m.
Shanghai & N. China — Per TAKSANG, 15th May 5 p.m.
Straits, Colombo, India via Bombay — Per INDO M., 15th May, 5 p.m.

SATURDAY, 16th May.

Australian Mail: Philippine Is., Angaur, Yap, Fried, Wilhelmshafen, Rabaul, Herberstahke, Matupi, Samarai, Australia, Tasmania, New Zealand via Brisbane — Per P. WALDEMAR, 16th May 8 a.m.
Haiphong & Pakhoi — Per VARG, 16th May, 8 a.m.

American & Canadian Mail: Japan via Nagasaki & Seattle (Wash.) — Per MINNESOTA, 16th inst. 11 a.m.

Swatow & Straits — Per LOCKSUM, 16th inst. 11 a.m.
Philippine Islands — Per YUENSANG, 16th May 1 p.m.

Siberian Mail: Shanghai & North China (Europe via Siberia) — Per YINGCHOW, 16th inst. 5 p.m.

[To make connection with the Tientsin train leaving Shanghai on Thursday the 21st inst. at 9 a.m.]
Shanghai, North China & Newchwang — Per FOCHOW, 16th inst. 5 p.m.
Shanghai & North China — Per LOK-SANG, 16th inst. 5 p.m.
Saigon — Per LYEMOON, 16th inst. 5 p.m.

SUNDAY, 17th May.

Swatow — Per HAIMUN, 17th May 9 a.m.
Swatow, Amoy & Tamsui — Per DAIGI MARU, 17th inst. 9 p.m.

MONDAY, 18th May.
Wei-hai-wei & Tientsin — Per CHIP-SHING, 18th inst. 5 p.m.

TUESDAY, 19th May.

Swatow, Amoy and Foochow — Per HAITAN, 19th May 10 a.m.

American & Canadian Mail: Shanghai & North China, Japan via Nagasaki, Honolulu, Canada, United States, S. America, via San Francisco (Europe via Siberia) — Per CHIYU MARU, 19th inst. 11 a.m.
[To make connection with the Dalny steamer leaving Shanghai on Sunday, the 24th May at 8 a.m.]

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes prior to the first clearance will be included in this contract mail. — Per CORDILLERE, 19th May, 11 a.m.

Philippine Is. — Per TEAN, 19th May 3 p.m.
Shanghai & N. China — Per LIANG-CHOW, 19th inst. 3 p.m.
Formosa via Keelung, Shanghai, North China and Japan via Moji, Victoria B.C. & Seattle — Per AKI MARU, 19th inst. 3 p.m.
Shanghai & North China — Per WOSANG, 19th May, 5 p.m.

WEDNESDAY, 20th May.

Straits & Ceylon — Per KAGA MARU, 20th inst. 9 a.m.
Pakhoi & Haiphong — Per SUNGKIANG, 20th inst. 9 a.m.
Swatow — Per HAIMUN 20th inst. 10 a.m.

THURSDAY, 21st May.

Shanghai & North China — Per LU-CHOW, 21st May, 9 p.m.

FRIDAY, 22nd May.

Swatow, Amoy and Foochow — Per HAI-YANG, 22nd May 10 a.m.
Philippine Islands — Per ZAFIRO, 22nd May, 2 p.m.
Shanghai, North China & Japan via Kobe — Per NAMSANG, 22nd May, 5 p.m.

SATURDAY, 23rd May.

Philippine Is. — Per LOONGSANG, 23rd May 1 p.m.
Wei-hai-wei & Tientsin — Per HIU-CHOW, 23rd inst. 5 p.m.

Siberian Mail: Shanghai & North China (Europe via Siberia) — Per KANOHOW, 23rd May, 5 p.m.

SHIPPING NEWS.

ARRIVED.

Childer, Norw. s.s. 1,001; Nielson, 13th inst. — Hulhow, 13th inst. Gen. — A. T. & Co.
Chipsing, Br. s.s. 1,133; E. W. Scheuk, 14th inst. — Swatow, 13th inst. Gen. — J. M. & Co.

Eliboth, Ger. s.s. 991; Borg, 14th inst. — Hulhow, 13th inst. Salt & Gen. — J. & Co.
Kwangle, Chinese, 1,468; Mao Arthur, 13th inst. — Shanghai, General — C. M. N. S. Co.

P. Waldemar, Ger. s.s. 1,737; O. Jurany, 13th inst. — Kutchinok, 9th inst. Gen. — M. & Co.

Tijpana, Dut. s.s. 2,444; A. Oldenburger, 13th inst. — Java, 6th inst. Gen. — J. C. J. L.

Wuhu, Br. s.s. 1,228; Howard, 13th inst. — Saigon, 8th inst. Rice — B. & S.

Yingchow, Br. s.s. 1,220; Williams, 13th inst. — Shanghai, 10th inst. Gen. — B. & S.

DEPARTED.

May 14.

Chongva for Kwong Chow Wan, Nekormark for Hamburg via Singapore, Bulow for Bremen via Singapore, Halmun for Swatow, Tientsin for Batavia via Banka, Hongkong for Haiphong via Hulhow, Huijun Maru for Chemung, Siaman for Wyndham, Anna for Bangkok, Wingsang for Port Courbet, Michael Jensen for Bangkok via Swatow.

CLEARANCES AT THE
HARBOUR OFFICE.

May 13.

Tacoma M. for Victoria & Tacoma, Tjiki for Kobe, Haiyo Maru for Kobe, Yingchow for Canton.

May 14.

P. Ludwig for Yokohama via Shanghai, Anhui for Shanghai, Huijun for Canton, Hainan for Tientsin, Triumph for Santa Cruz (Hainan), Kwang Lee for Canton, Mitsui Maru for Hongkong, Keemun for Chemung via Shanghai.

PASSENGERS ARRIVED.

Per s.s. Kwangle from Shanghai — Wm. Sanders.

PASSENGERS EXPECTED.

Per s.s. Miyazaki Maru from London on 14th ult. — Mr. & Mrs. G. W. Wall, Miss Munnell, Mrs. A. R. Payer, M. H. H. Miss R. Parker, S. Ogawa, Y. Miyakoshi, S. Sakurai, J. Yamashita, & R. Kuwano.

SHIPS PASSED THE CANAL.

London, 5th May.

Arrival from China: — Sithonia, Amazona.
Canal: — Boneloch, Ceylon, Idomeuse, Kwang Si, Scandia, Africa, Siam, Gottin, gen, Tokushima Maru.

London, 8th May.
Arrivals from China: — Qanfa, Nelaus, P. E. Friedrich.

The following vessels have passed the Canal: — Goeben, Kamo Maru, Kitano Maru, Nara, Pelous, Sacnon, Tizin, Valentin, York, Baron Jedburg.

London, 12th May.
Arrivals from China: — B. venno, Idomeuse, Bonagambia.

The following vessels have passed the Canal: — Glenstrae, Koorbor, Kliva, St. Patrick, St. Kilda, Ville de la Clotat, Tullingen, Lion d'Inde, Peacock, Moravia.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.,
ALEXANDRA GAFE.

WEATHER REPORT.

On the 14th at 11.55—The Yangtze Valley depression has moved eastward to the Sea of Japan. Another depression lies to the south of Hokkaido.

Pressure has increased slightly along the south coast of China and over Indo-China and the Vienyas. It is still highest in the neighbourhood of the Bonin.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
Hongkong and Neighbourhood	S.W. or variable winds, light to moderate; fair at first, some rain later.
Formosa Channel	The same as No. 1.
South coast of China between H.K. and Lamook	The same as No. 1.
South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

14th May, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Wootock	7a	29.88	46		0	b	
Namuro	6a	29.85			sw	2	
Iwakado		29.87			sw	1	
Tokio		29.83			sw	1	
Kobe		29.86			sw	0	
Nagasaki		29.82			w	4	
Kagima		29.86			sw	3	
Oshima		29.95			sw	1	
Naha		29.95			sw	1	
Ishijima		29.91			sw	1	
Bonin Is.		30.06				0	
Chafco							
Whaiwei		29.91	56	87	sw	1	b
Hankow							
Ichang							
Kiukiang							
Shanghai		29.83	61		n	2	om
Shanghai		29.82	60		n	3	om
Outlat		29.33	79				0
Sharp P.	7a	29.33	79				0
Amoy	6a	29.85	77	91	sw	1	b
Swatow							
Taihook	5a	29.89			s	2	
Taihook		29.91			s	2	
Panama		29.93			sw	2	
Koshu		29.91			sw	0	
Pdoras		29.91			sw	2	
Canton	6a	29.88	73	95	s	1	b
H'kong	6a	29.91	81	83	s	2	c
Gap Rock		29.88			s	1	b
Macao		29.87			sw	2	c
Wanchow	5a	29.87			sw	2	c
Fakhoi							
Hulhow							
Phullen	6a	29.84	81		sw	2	b
Tourane		29.84	81		sw	2	b
O. St. J.		29.91	81		s	2	c
Aparr		29.89	77		s	1	b
Manila		29.89	75		sw	0	b
Legaspi		29.91	81		sw	1	b
Iloilo		29.90	86		sw	1	b
Bacolod		29.92	86		sw	2	c
Cebu		29.90	85		sw	2	c
Labuan		29.90	85		sw	2	c

T. F. Claxton, Director.

Hongkong, Observatory, May, 14th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, o dotted cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
Barometer	29.89	29.91	29.89
Temperature	85	81	87
Humidity	77	83	70
Wind Direction	3	8	W
Force	3	2	3
Weather	o	2	c
Rain			
Highest open air temperature of day	15th	17	80
Lowest	14th	15	70

H.K. Observatory, 14th May.

T. F. CLAXTON, Director.

Mail Steamers

THE PENINSULAR
AND ORIENTAL S. N. CO.
ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON, via Usual Ports of Call	India	noon	Freight & Passage
	Capt. C. C. Talbot	23rd May	
LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles	Novara	about 10th June	Freight & Passage
	Capt. H. R. Hetherington		